What's Behind Big Merger?

Weighing Cars In Motion

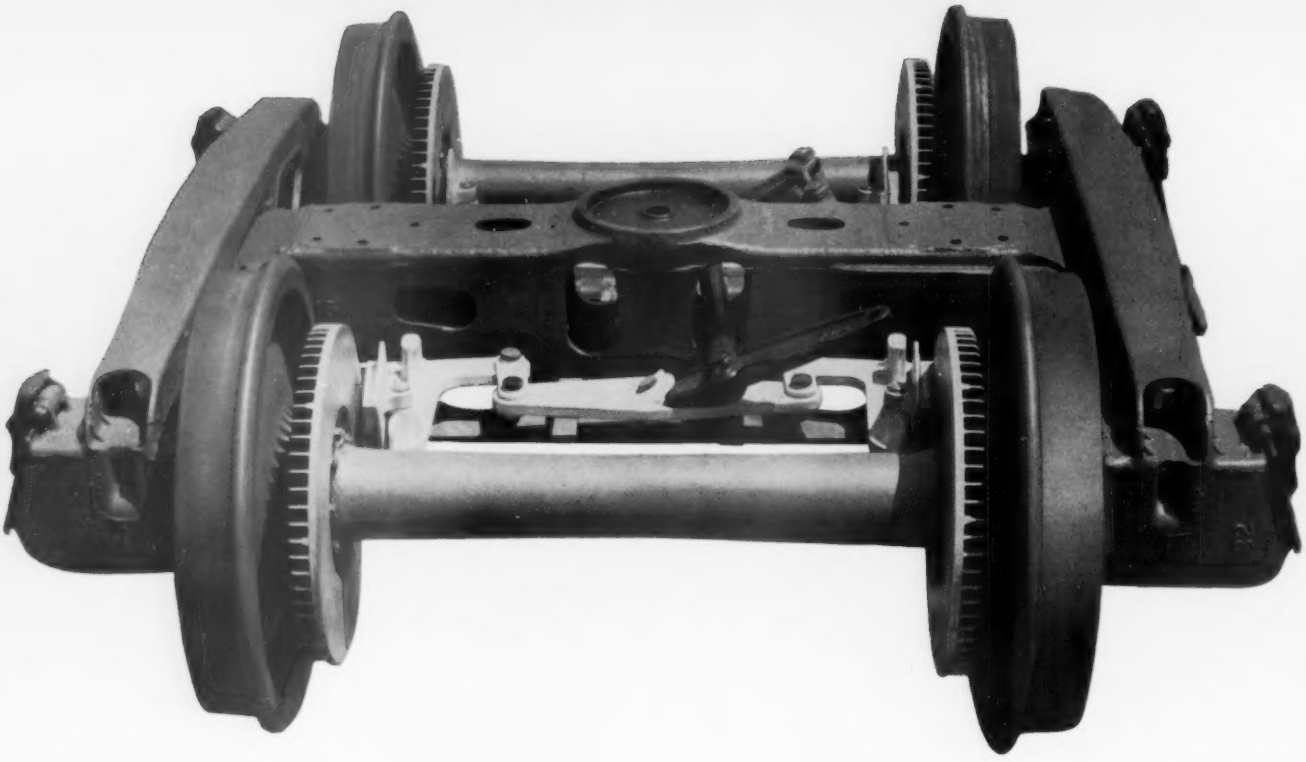
November 11, 1957

RAILWAY AGE *weekly*

↑ RR trucks: Bigger role ahead? .... p. 38

RAILROAD PLANS FOR 1958 Buying

50 cents A Simmons-Boardman TIME-SAVER Publication



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Buffalo Brake-X pioneered the development of the single disc brake for freight cars . . . was FIRST to receive A.A.R. approval for interchange . . . was FIRST to aggregate a million miles of revenue service without repairs or adjustments of any kind. The almost limitless performance potential of this tremendous technological achievement opens new frontiers for the railroads.

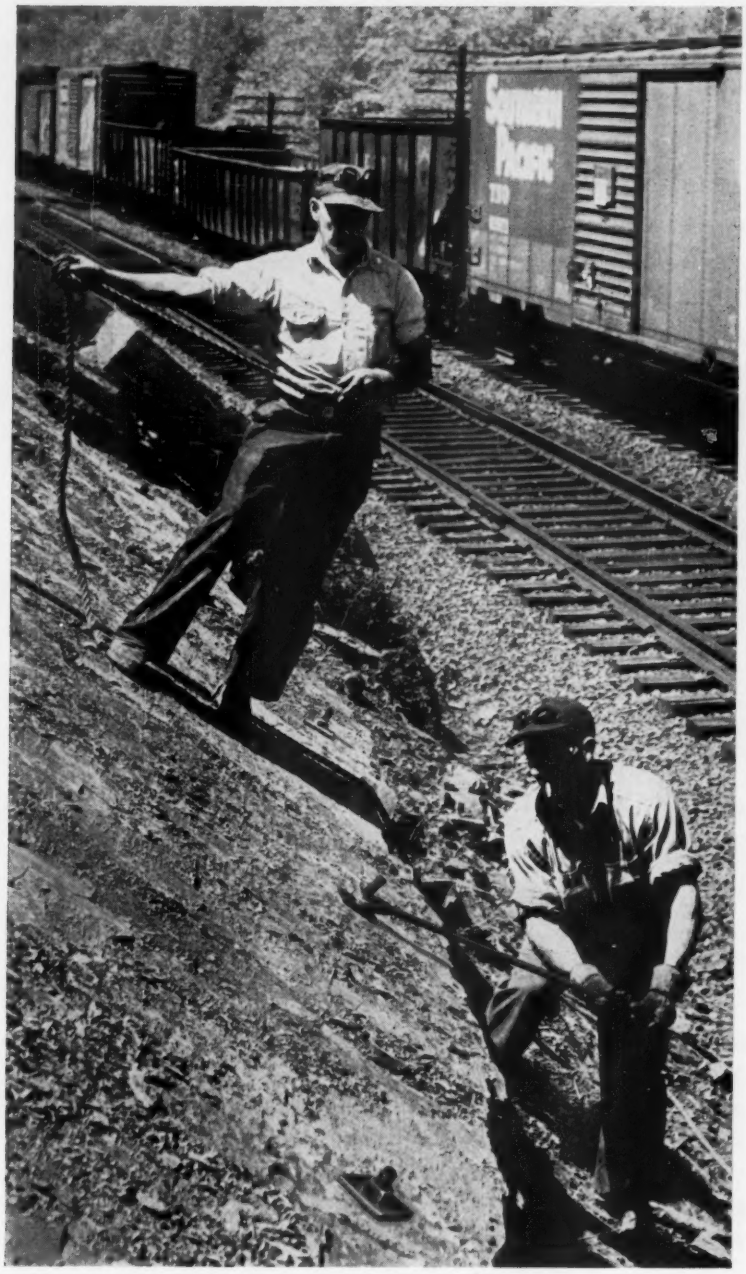
Smooth, super-powerful braking means higher train speeds. Costly delays due to brake rigging adjustments will be a thing of the past. Here, indeed, is a bright new future for rail-freight transportation.

BUFFALO BRAKE BEAM COMPANY

NEW YORK **BUFFALO** **HAMILTON, ONT.**

First with the ***Newest*** in Freight Car Braking

Keeping rock under control on the Erie



As part of its continuing safety program, the Erie Railroad is beating rock slides to the punch by installing Bethlehem Rock Anchor Bolts at danger points along the right-of-way. The installation shown here, photographed on main-line track near Goshen, N. Y., consists of 1-in. diam wedge-type bolts, in lengths of from 2 ft to 4 ft. The bolts are installed in drilled holes, and are used with square anchor plates. They provide an effective means of converting dangerous rock into a self-supporting mass.

TWO TYPES OF ANCHOR BOLTS

Bethlehem Rock Anchor Bolts are made in two types—the 1-in. diam slotted bolt, used with a steel wedge, and a ¾-in. diam headed bolt, used with an expansion shell. Each type is well designed, and provides positive locking action in the hole.

We have a new technical folder covering the specification for rock anchors and assemblies. It includes numerous detail drawings, and is an invaluable reference tool. The nearest Bethlehem sales office will be pleased to send you a copy.

BETHLEHEM STEEL COMPANY
BETHLEHEM, PA.

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UNION NA-15 switch machine . . . provides fast, efficient operation in all kinds of weather. Air is used only to push toggle mechanism past center.

Then a powerful spring completes the stroke and holds switch point firmly closed against the stock rail.

You can step up yard efficiency and obtain greater flexibility of operation by power-operating your busy yard switches. The UNION NA-15 is an electro-pneumatic toggle-spring switch machine designed especially for centralizing the control of yard switches . . . in classification, receiving, departure and flat switching yards.

The toggle-spring feature, the equivalent of a standard spring switch, assures positive point position in either normal or reverse, yet allows the switch to be "trailed" without damage. In addition, toggle action minimizes air requirements.

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RAILWAY AGE *weekly* November 11, 1957 • Vol. 143, No. 20

Week at a Glance

Departments

Current Questions 34
Freight Car Loadings 55
New Equipment 55
People in the News 58
Railroading After Hours ... 52
Railway Market 55
Supply Trade 59
The Action Page 62

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What's behind the PRR-NYC merger talk? ..... p. 9

The idea of welding the two big systems into a single rail giant touches off immediate speculation on many points, pro and con. Hardly past the inspiration stage, apparently, the scheme has a long, perhaps difficult, way to go before it can be a reality.

Reaction to merger study: wait and see p.13

Comment generally supports the principle of railroad mergers and joint use of facilities, but opinions vary on the purpose and merit of the Central-Pennsylvania move.

Railroads to seek selective freight rate hike p.14

Practice of general increases across-the-board is to be abandoned in filing scheduled for later this month. Boost would counter $300 million wage raise and $100 million in higher materials costs.

Railroad plans for 1958 buying p.20

Capital expenditures and purchases of materials, supplies and fuel by Class I railroads next year should total about $3 billion. Orders for over 75,000 freight cars are a possibility. Radio will be installed at 190 locations and on about 1,800 locomotives and cabooses. Approximately $25 million will be spent for maintenance-of-way work equipment.

Weighing cars in motion p.28

Car weights by the trainload are made possible with use of a new idea that eliminates the need to uncouple cars passing over a scale. Key to the new approach is a slight "hump" in an unusually short scale track. It permits weighing cars a truck at a time.

Railroad trucking: bigger role ahead? p.38

Competitive factors and the need for economies attract more attention to highway operations. Growing use of motor freight for many different purposes gives railroads added flexibility and a better chance to offer a complete transport package.

The Action Page—Why not a PRR-NYC merger? p.62

There are too many Class I line-haul roads now; monopoly talk is silly. Consolidations can mean big economies. Trouble is that merger talk may attract an undue amount of attention while a 10 per cent traffic jump would be even more valuable.

Short and Significant

Santa Fe has been turned down . . .

on its petition for modification of the National Mediation Board's decision to close the case involving that road's union-shop dispute

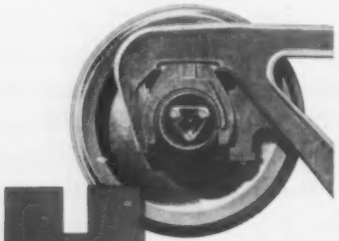
25 ERIE PIGGY BACK CARS "HY-ROLL" OVER 4,000,000 CAR MILES

Without a single hotbox!

4 Key Reasons Why Hy-Rolls Are So Dependable, Economical

The Hy-Roll design is the culmination of HYATT'S experience in building more time-tested straight cylindrical roller bearings than any other maker. It has four key features:

1. Straight cylindrical rollers provide greater load-carrying capacity and longer life.
2. Fewer parts simplify maintenance.
3. Generous race flanges absorb lateral thrusts.
4. Positive seals retain 3-year grease supply, prevent damage from foreign matter.



Another GM GENERAL MOTORS contribution to railroad progress

Back in January, 1955, the Erie Railroad put twenty-five 75-ft. "piggy back" cars into service, similar to the one above. These cars have averaged a solid 200 miles a day on HYATT Hy-Roll Bearings. As of June 1, 1957 they had accumulated 168,200 miles per car—a grand total of 4,205,000 car miles—*without a hotbox or bearing failure of any kind.* It's a record well worth comparing with *your* average car mileage per hotbox, to see why it pays to switch to HYATT Hy-Roll Bearings!

And this is only half the story. For HYATT Hy-Rolls practically eliminate costs of inspections, lubrication and maintenance. They take only 10 ounces of grease every three years—have fewer parts than other roller bearings—and they require no fitting adjustments. With such extra-rugged HYATT features as races forged of the finest high-nickel steel, upkeep costs are reduced too.

Remember—obsolete bearings mean costly delays, your freight car's greatest liability. HYATT Hy-Rolls mean dependability—its greatest asset. Hyatt Bearings Division, General Motors Corporation, Harrison, N.J.

GM FORWARD FROM FIFTY

HYATT HY-ROLL BEARINGS
FOR NON-STOP FREIGHT

Week at a Glance CONT.

Current Statistics

Operating revenues, nine months	
1957	$7,909,421,720
1956	7,824,822,128
Operating expenses, nine months	
1957	$6,180,350,497
1956	6,027,733,256
Taxes, nine months	
1957	$827,403,872
1956	831,431,170
Net railway operating income nine months	
1957	$699,477,372
1956	774,662,636
Net income estimated, nine months	
1957	$538,000,000
1956	612,000,000
Average price 20 railroad stocks	
November 6, 1957	70.57
November 7, 1956	99.28
Carloading revenue freight	
Forty-three weeks, 1957	30,055,878
Forty-three weeks, 1956	31,464,074
Average daily freight car surplus	
Wk. ended Nov. 2, 1957	12,871
Wk. ended Nov. 3, 1956	2,847
Average daily freight car shortage	
Wk. ended Nov. 2, 1957	475
Wk. ended Nov. 3, 1956	11,726
Freight cars on order	
October 1, 1957	71,981
October 1, 1956	122,421
Freight cars delivered	
Nine months, 1957	76,344
Nine months, 1956	47,341

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with its non-operating employees. The board's ruling was based on its finding that the dispute covered "essentially the same question" that was involved in the general union-shop case of 1951 which was passed on by an emergency board. Adherence to that ruling, announced in a November 6 letter to the parties, came after the board heard oral argument on the Santa Fe petition. The letter cited Railway Labor Act provisions calling for "every reasonable effort" to settle disputes, and went on to suggest that the parties "review their respective positions with particular heed to the above mandate."

Quinn new president of Milwaukee . . .

William J. Quinn, 46, will succeed John P. Kiley as president of the Milwaukee, effective January 1. Mr. Quinn, a former assistant US district attorney, FBI special agent and Soo Line vice-president and general counsel, joined the Milwaukee in 1954 as general solicitor. He was elected vice-president and general counsel May 10, 1955.

Unemployment insurance rate increased . . .

Employer contributions under the Railroad Unemployment Insurance Act will rise to 2½% for 1958, ½% higher than the 1957 rate. The Railroad Retirement Board announced the increase, based on a balance of $288,684,577.87 in the fund September 30. A balance of $300,000,000 to $350,000,000 would have been required to maintain the rate at 2%.

'Progress' on research bureaus . . .

is the report from railroad officers involved in setting up traffic research bureaus in the West. Difficulty in obtaining qualified personnel to head the organizations is apparently the chief difficulty.

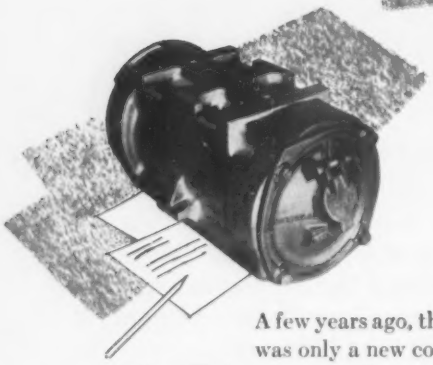
New 52-mile railroad in Canada . . .

will be built by the Canadian National at an estimated cost of $8,840,000 if the House of Commons passes a measure just introduced by Transport Minister George Hees. The line will run from Optic Lake, on the branch running north from Flin Flon, Manitoba, to Chisel Lake. The measure also would authorize the CNR to buy from the International Nickel Company, at a cost of $5,400,000, a 30-mile line running north from Sipiwesk on the Hudson Bay line.

Largest single purchase of automobiles . . .

in history is how the Hertz Rent A Car System describes its recent order for 19,737 new 1958 models costing $60,170,250. The new cars, which represent only two-thirds of Hertz' total 1958 purchase—an additional $33,500,000 will be spent after next April 1 for about 11,000 more autos—will replace and supplement the company's rental fleet in the U.S. and several South American and Caribbean cities.

Why More and More Roads are Testing NATIONAL® Cartridge Bearings!



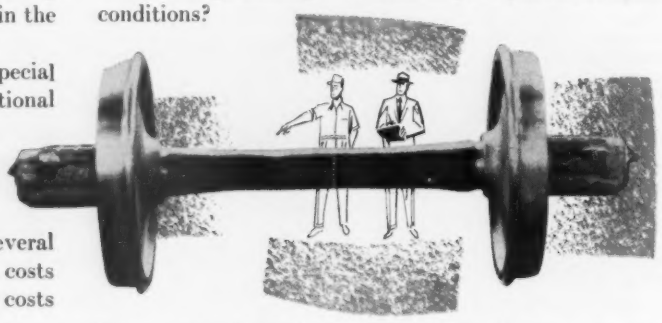
Tests under extreme operating conditions indicate a new standard of bearing performance for freight cars.

A few years ago, the National Cartridge Bearing was only a new concept in solid journal bearing design. Today, it is a reality—with thousands of miles in the toughest kinds of freight car service.

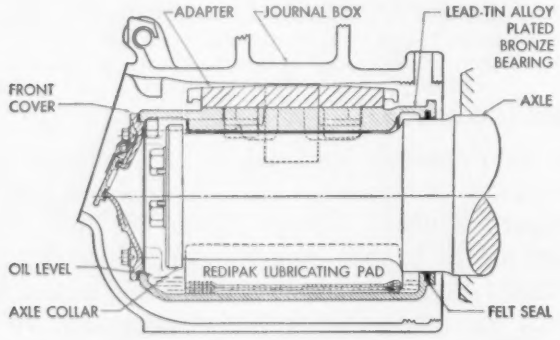
To date, over twenty roads are confirming what our special journal bearing laboratory has found: that the National Cartridge Bearing stands up to greater impact; that it requires very little maintenance; that it provides greatly lengthened life; that it minimizes the chance of hot boxes.

In addition, the National Cartridge Bearing offers several important savings over roller bearings: savings in first costs . . . savings in installation costs . . . savings in removal costs when a wheel change is needed.

If your road is not already testing this "journal bearing of the future," why not see for yourself what this remarkable new cartridge bearing can do under your particular operating conditions?



Wheel, axle and cartridge sets are made up in advance for assembly into trucks. No bearing work is done on the rip track.



CROSS-SECTION OF NATIONAL CARTRIDGE JOURNAL BEARING UNIT

The cartridge bearing encircles the journal. The journal collar is machined off to permit assembly, and a separate collar is secured with cap screws. The cartridge unit, shown with an adapter, which can be used with an integral box or a pedestal side frame, is cast of high strength bronze and plated with a heavy-duty lead-tin alloy. It contains its own lubricating system and is effectively sealed by a lubricated felt ring riding on the conventional dust guard diameter. The lubricating pad is installed when the cartridge is applied to the axle. Oil is contained in the cartridge, not in the box. The usual journal box is not needed.

Brake Shoe

RAILROAD PRODUCTS DIVISION
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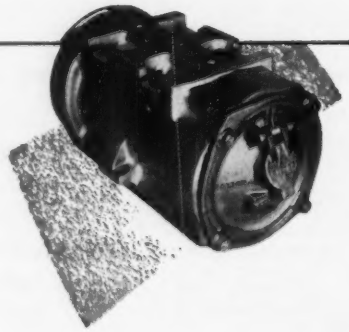


RAILWAY AGE
The Industry's Newsweekly

What Are Odds on Big Merger?

Pennsylvania-New York Central merger studies are based on agreement that railroads' principal competition today is from other forms of transportation; long, maybe tough, road lies ahead.

It was late on November 1, after the stock market had closed, and too late for afternoon newspapers.

Then a joint statement by Presidents J. M. Symes of the Pennsylvania and A. E. Perlman of the New York Central set off swift chain reactions of comment and speculation. The statement said that studies of the possibilities of merging the two giant rail systems were under way.

Everything that has happened in the ten days since points, by one route or another, to one conclusion. The road to ultimate merger—whatever the merits or shortcomings of the proposal—is certain to be long and difficult.

So far, neither road has been willing to amplify the initial statement. Apparently, the committees that presumably would carry out the extensive studies haven't yet been appointed.

Even at this early stage, however, an analysis of conditions facing the two roads points to several major factors both for and against the merger proposal.

For

Earnings on both roads are down. In the first nine months of this year, the PRR's net declined to $19,291,366, off 37% from the same period a year ago. NYC's net in the same period was $8,759,-018, a big drop from last year's $28,-172,388. Meanwhile, carloadings continue to run below 1956 levels, and on November 1 a 12-cent wage increase piled into the picture. In terms of the immediate future, neither road can afford to stand still in the search for cost-trimming opportunities.

The NYC and PRR have a lot of facilities which, if not duplicate, are very close

Joint Statement by the New York Central and the Pennsylvania

New York, Nov. 1—James M. Symes, president of the Pennsylvania, and Alfred E. Perlman, president of the New York Central, jointly announced today that they have initiated studies looking toward a possible merger of these two railroads into one consolidated system.

Preliminary studies and discussions that have been held indicate that substantial benefits to all concerned may result from such a merger.

The further studies, it was stated, have been undertaken to determine the extent to which such a merger would result in more economical operation of the two properties as one system; in what ways such consolidated operation would be beneficial to the shipping and travelling public and to the communities served by the two railroads; and how it might serve the best interests of the respective stockholders and employees.

The railroad executives hold economic and competitive conditions confronting railroads, particularly in the East, have so changed that a thorough inquiry should be made into the wisdom of consolidating, as against continuing competitive operations. The principal competition for railroads today, it is contended, is not so much other railroads but other forms of transportation which are subsidized to varying degrees.

In addition to changed economic conditions and subsidized competitive transportation agencies, it was stated, the railroads are faced with other difficulties beyond their own control which do not seem to be realized by the public in general or by legislative and regulatory agencies. For example: Long-delayed and inadequate rate increases needed to meet increased costs; refusal to permit abandoning of unprofitable and unpatronized trains and facilities; inadequate payment for carrying mail; discriminatory excise taxes; excessive state and local taxes; unfair assessments for highway crossings, and other artificial burdens imposed on the one mass transportation agency that has been demonstrated to be essential both in war and peace.

Whether under existing and anticipated circumstances consolidating the Pennsylvania and the New York Central would be effective in overcoming or offsetting these difficulties, would be determined by the studies now contemplated. If these studies indicate that consolidating the two railroads would be in the public interest and beneficial to the respective stockholders and employees, a merger proposal would be formulated and if finally approved submitted to the appropriate regulatory authorities.

Meanwhile, the chief executives of the two railroads will make an exhaustive inquiry into all aspects of the projects. For they believe that if railroads are to survive as free enterprise servants of the people, such forward-looking, dynamic action as this merger proposal should not only be contemplated, but thoroughly explored.

It will be recalled, the railroad executives pointed out, that when railroad consolidations were actively being proposed and discussed during the depression some twenty-five years ago, the idea generally advanced at that time was that there be two or four competing systems serving the northeast quarter of the United States.

to that. Both roads, for example, provide service at many major cities in the East and Midwest—such cities as New York, Cleveland, Buffalo, Pittsburgh, Detroit, Indianapolis, Louisville, Cincinnati, St. Louis and Chicago, to name a few. No doubt the pending studies will point up opportunities to eliminate parallel services or facilities at many places. That could pave the way for substantial operating and tax savings.

Against

Some observers figure the merger talk is really a trial balloon, a dramatic attempt to focus public attention on operating difficulties beyond railroad control. This school of thought takes the position that no merger will reduce the regulatory handicaps under which all railroads operate. In short, there's no ceiling on costs but there is a very real one on what rail carriers can charge for their services. A merger might indeed produce savings, but these would be far in the future—and the earnings trend is a problem right now.

The merger plan—if subsequent studies develop one—would require government approval. The ICC, so far, has declined comment until it sees a specific plan. The Justice Department has said it will seek "added information." At best, however, any plan submitted to the commission would face long and searching inquiry before approval. Public hearings would also provide a focal point around which opposition could muster. Even with commission approval, a merger of this size would be likely to face tests in federal courts.

Walter Taft's WATCHING WASHINGTON column is omitted this week. It will appear as usual on this page next week.

A possible alternative to outright corporate merger, of course, is the consolidation of facilities into joint operation. Proposals of this kind are a possibility as the NYC-PRR studies develop.

For

Passenger operations are a dilemma for both roads. The PRR's passenger deficit in 1956 was nearly $55,000,000; the NYC's just over $48,000,000. Consolidation of passenger terminals and a reduction in duplicate trains between the same cities, would be a possible step toward reducing the red ink figures. An added factor, attractive to patrons, would be the freedom to go one route and return another. At present the Central and PRR have no such arrangement.

Competing forms of transportation—trucks, airlines, barges, private automobiles—are making new headway all the time. The rail share of intercity freight traffic has shrunk, in less than 20 years, from around 62% of the total to slightly over 48%. The PRR and NYC contend the principal railroad competition today is not so much other railroads as it is "other forms of transportation which are subsidized to varying degrees."

The idea of merging large railroads into larger ones is not new at all. Various plans were advanced, under government sponsorship, in the 1920's, and there are heavy records of testimony in support of such plans. The nation's economy is tied stoutly to its mass transportation carriers and any move to strengthen those carriers will strengthen the whole economy.

Against

Not all duplicate train services could be eliminated, partly because of service to intermediate points, partly because of existing contractual or trackage rights arrangements which other roads might seek to enforce. Nor would civic leaders in any city be likely to approve relegation of "their railroad" to less than top-flight status. Which lines to use for which services, how to obtain the advantages of volume movements over some lines without making others appear second rate—these are problems the two roads will have to work out in their studies.

What position competing railroads would take on a NYC-PRR merger plan is, up to now, a moot question. The same is true of the trucking industry and other competing transportation. Until an actual merger plan takes shape, these sources are going to remain quiet. It is reasonable to assume, however, that these "interested parties" will show up at any ICC hearings ready "to protect our interests as we see them." Connecting lines may well get into the picture, too, since an NYC-PRR combine would control large volumes of freight traffic.

(Continued on page 13)

Some Recent Mergers and Consolidations—Actual and Proposed

More and more as railroad directors conclude that their chief competitors are no longer other railroads but, instead, other forms of transportation, the operating advantages of mergers are being considered as a possible solution to the railroads' financial difficulties.

Here is a list of some railroad mergers and consolidations recently accomplished and others that have been proposed.

PENNSYLVANIA-SANTA FE - TOLEDO, PEORIA & WESTERN.—Fight for control of the TP&W may soon reach the courts, following ICC Division 4 approval of joint PRR-Santa Fe control and the subsequent refusal of the commission to reconsider the decision. The Minneapolis & St. Louis will take its case to court in a continuing effort to secure approval for sole M&StL control of the TP&W.

ATLANTIC COAST LINE - FLORIDA EAST COAST.—The ACL has filed with the ICC a proposed plan of reorganization for the FEC that involves absorbtion of the FEC by the ACL (Railway Age, Feb. 6, 1956, p. 15). The plan, worked out jointly by the two roads, replaces a previous plan for a "forced merger" approved by the ICC but rejected by the Supreme Court on the ground that mergers incorporated in reorganization plans must be voluntary.

CHICAGO & NORTH WESTERN - MILWAUKEE.—A study of the possibilities of merging these two roads was dropped when the present C&NW management under Ben W. Heineman took office. When the study was discontinued, the Milwaukee left the door open for its resumption if the North Western should be interested.

CHICAGO & NORTH WESTERN - LITCHFIELD & MADISON.—Merger of the C&NW and its St. Louis connection, the 56-mile L&M, was recently approved almost unanimously by C&NW stockholders and is now in the hands of the ICC.

ERIE - DELAWARE, LACKAWANNA & WESTERN-DELAWARE & HUDSON.—This proposed merger is not imminent. Paul W. Johnston, chairman of the Erie, indicated last summer that it might take five years to make the necessary arrangements with security holders and to obtain ICC approval. Meanwhile, coordination by the Erie and DL&W of duplicate operating facilities, some of which already has been achieved, will continue. The coordination efforts will not be affected by the outcome of the merger studies.

GREAT NORTHERN - NORTHERN PACIFIC-BURLINGTON-SPOKANE, PORTLAND & SEATTLE.—Studies of a possible merger of the two Northwest transcontinentals and their eastern and western connecting lines will probably be completed before the end of 1957. Indications are that activity on this merger consideration may pick up next year.

MISSOURI PACIFIC - TEXAS & PACIFIC.—By early or mid-1958 MoPac and T&P may have available a new and comprehensive report on consolidation possibilities. The present study, one T&P officer said, is a continuation of previous inquiries rather than a wholly new approach.

ST. LOUIS-SAN FRANCISCO - CENTRAL OF GEORGIA.—The Frisco was authorized in July to acquire direct control of the CofGa through ownership of capital stock (Railway Age, July 29, p. 12). The consolidation is marking time at the moment, awaiting decision by the full ICC on an appeal by the Illinois Central and the Seaboard Air Line.

LOUISVILLE & NASHVILLE - NASHVILLE, CHATTANOOGA & ST. LOUIS.—Most recent merger involved the L&N and the NC&StL, which became one system August 30 (Railway Age, Sept. 9, p. 18). The resulting system operates in 13 states over some 5,700 miles of main track and about 9,300 total track miles.

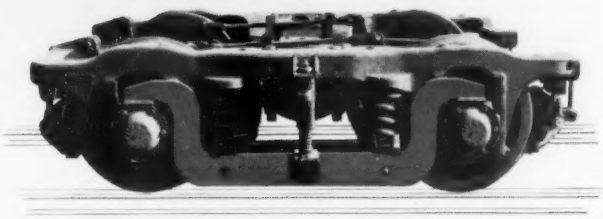
Where railroad progress is cast in steel....

500 more refrigerator-express cars equipped with BX type trucks. The third order of 500 Railway Express Agency cars to be equipped with trucks of General Steel design.

Long experience, skilled technicians, three modern plants . . . this is General Steel Castings . . . uniquely equipped to develop and produce one-piece cast steel products for railroads and other industries.

Engineering, production, and service experts are always available to analyze the customer's needs. General Steel's imaginative research pays off in the form of improved design, lower maintenance costs, and greater availability of equipment.

Specify General Steel products . . . proved in service throughout the world.



Commonwealth BX Trucks are designed especially for commodity cars operating in high-speed service. Accepted in passenger train interchange without exception. Equalizers, swing bolsters, coil springs and friction snubbers combine to provide smooth, safe riding of light or loaded cars.

GENERAL STEEL CASTINGS

GRANITE CITY, ILL. · EDDYSTONE, PA. · AVONMORE, PA.

Star Performance puts the spotlight on the

HEYL & PATTERSON Rotary R. R. Car Dumper

one ... man
... spotting
... minute
} and your railroad car is completely unloaded and contents weighed

View of the Dumper at Buffington, Indiana Plant, Universal Atlas Cement Company.

- Dumper is designed to rotate, dump and return to initial position in just one minute.
- Rotation can be stopped instantly at any position with car and platen firmly held in place.
- External and movable counterweights have been eliminated.
- Platen-mounted electronic scale is simple, accurate and economical.
- Car retarder on dumper permits economical and safe car spotting by dumper operator.

To achieve the most economical car weighing and dumping operation, the H & P Rotary Car Dumper can be equipped with a car retarder or an electronic scale, or both. This H & P electronic scale platen (Patent Pending) uses load cells which permit instant weighing and light-weighing of car in compliance with National Bureau of Standards acceptance tolerance, and printing of weigh tickets. Exceptional accuracy and trouble-free operation are assured due to absence of wearing parts.

By all standards, the H & P Rotary Dumper is the most efficient method of unloading large quantities of bulk materials from open-top railroad cars.

Even if you receive only a relatively small number of cars per day, may we suggest that you investigate the economics of the H & P Rotary Railroad Car Dumper.

MAIL COUPON TODAY FOR NEW DUMPER BROCHURE 957

HEYL & PATTERSON, INC., 55 Fort Pitt Blvd., Pittsburgh 22, Pa.
Please send me my copy of the H & P Dumper Brochure 957.

Name _____ Title _____

Company _____

Address _____

City and State _____

70 YEARS OF SERVICE

Heyl & Patterson INC.

55 FORT PITT BLVD., PITTSBURGH 22, PA.
PHONE COurt 1-0750

(Continued from page 10)

Railroad labor is apt to look at any NYC-PRR merger plan with an eye to the effect on jobs. The multitude of unions in the industry will add to the task of winning support, or at least dampening objections, from this source. If job curtailment is threatened, the matter of severance pay will have to be ironed out—and that could become costly.

On the other side of the coin is the complicated financial structures of both roads. The myriad of affiliates, some wholly owned, some partly so, would not simplify the job of consummating a merger of the two companies.

What's Involved

A marriage of the size contemplated by the Central and Pennsylvania would be without precedent in railroad history—it would, in fact, rank as perhaps the largest merger deal in the history of American industry. A PRR-NYC combine would have assets of better than $5 billion, with gross revenues, based on 1956, of $1,871,-541,032. The new company would be outranked in size by about 10 other concerns—four insurance companies, three banks, American Telephone & Telegraph, Standard Oil (New Jersey), and General Motors.

Employment on the two roads totals close to 180,000. Fixed charges for debt and equipment obligations are in the neighborhood of $44,000,000 for each road. The PRR's operating ratio in 1956 was 82.41; the Central's, 81.19.

Both roads have, in recent years, spent heavily for new and improved facilities. In 1956 alone, capital expenditures of the two systems totaled $165,000,000.

Reaction to Merger Study: Wait and See

Principle of consolidations and joint use of facilities is generally upheld; some observers see PRR-NYC plan as a trial balloon; opinions vary on the idea's merits.

Even competing with news of a dog-bearing satellite being lobbed into space, announcement of the Pennsylvania-New York Central merger studies was the railroad "story of the week."

But, depending on which paper you read, it was either a "10-minute wonder" or a "one-hour wonder" in the stock market. And, depending on whom you talked to, it was either "a step in the right direction" or merely the elevation of a sort of public relations periscope.

Just a few hours before the joint PRR-Central announcement was made, the Northern Pacific's merger-minded president, Robert S. Macfarlane, told a Seattle audience consolidations are the industry's biggest hope.

A few days later came word from St. Louis that the Missouri Pacific and its stock-controlled Texas & Pacific were embarking on studies for an end-to-end merger of their own.

That any Central-Pennsy merger presumably would be in the form of an "overlapping" consolidation, rather than the end-to-end variety, was viewed by one Wall Street observer as being the scheme's biggest merit.

Pierre R. Bretey of Hayden, Stone & Co., told Railway Age the merger would be "a swell thing, indeed" if it can be taken over such "hurdles" as the Washington [labor severance] Agreement, ICC-Department of Justice approval, opposition of local regulatory bodies and shipper groups, and the problems of satisfying security holders.

Alleghany Corporation, said to be the biggest single stockholder affected—having a reported 1,100,000 shares of New York Central—was assumed to have endorsed the proposal prior to the announcement. Robert R. Young's historic championing of streamlined rail systems, plus the incentive of improving Alleghany's holdings through merger-produced corporate economies, were cited in evidence of this.

However, comment in Wall Street and in railroad circles both east and west, was that this consolidation is not going to be whipped into shape overnight.

Chairman Owen Clarke of the ICC said of the plan: "We'll handle it like any other case if they ever file an application." The Justice Department had "no comment—it's an ICC matter."

Many railroad leaders declined to make any comment on the plan last week although such officers as Santa Fe Chairman Fred G. Gurley, Illinois Central President Wayne A. Johnston, Erie Executive Vice-President M. G. McInnes, and Boston & Maine President P. B. McGinnis were willing to discuss it. A. K. Atkinson, president of the PRR-related Wabash, feels mergers must come and that this study is a "healthy" one.

W.T. Faricy, chairman of the AAR, had no comment to make, but James M. Hood, president of the Short Line Association, said the scheme is "a pretty emphatic way of bringing to the attention of the general public the fact that the railroad industry, as we know it in the populous east, is up against a stone wall. If they are going to provide service, they will have to cut corners. It is possible to effect economies by coordination of facilities.

"I don't have too much confidence in the ability of so large an organization to render effective service."

Central Vermont Helps the Truck-Blocked Motorist

"Here's a sign that should meet with the hearty approval of some motorists," says Donald M. Kerr, general manager of the Central Vermont. The sign is on a CV overpass that crosses heavily traveled U.S. Route 2 at Waterbury, Vt. For some three miles north and south of the overpass, the two-lane highway, which connects Montpelier with Burlington, follows the winding Winooski river valley. Drivers of passenger vehicles often find it difficult to pass the slower-moving trucks. The words "Route Freight Up Here" are 6 ft high.

Size of the system that would be created through merger of the two eastern giants raised shippers' eyebrows, too. Service by a big railroad in the eastern states is a far different thing, it's pointed out, than it is in the west where big systems can more readily do an efficient job of serving the shipper.

Railroads "have to do something," T.C. Burwell, retiring National Shippers Board president said, adding the study is a "step in the right direction."

It is expected that the National Industrial Traffic League will at least consider the subject at its annual meeting this month but no official position has yet been taken by the league.

Possible effect of an NYC-PRR merger on the contemplated consolidation of the Erie, the Lackawanna and the Delaware & Hudson elicited no comment from DL&W President P.M. Shoemaker and D&H President William White.

But Mr. McInnes, speaking in the absence of Erie President Von Willer, voiced the opinion that the Symes-Perlman announcement did not raise a threat of intensified competition. He noted that most points served by the three roads are already served by either the Central or Pennsylvania, or both.

Mr. McInnes also noted that the three-road merger studies are already "being pushed as hard as is possible" so the Central-Pennsylvania announcement won't cause any acceleration. He told a reporter that he can't speak for the committee of directors in charge of the study but he doubts there will be any move to bring other roads into it.

"No comment" was forthcoming from Baltimore & Ohio President H.E. Simpson, this echoing the word from the Southern.

Mr. Gurley, however, said the study "has great possibilities . . . I'm sure both Symes and Perlman will make a fine exploration. This consolidation of property has a lot of merit."

The IC's Mr. Johnston said the two eastern executives "must think it's to the best interest of their area or they wouldn't propose it." He added that he's for "sound railroading and if consolidations are the answer, I'm for them in principle."

Mr. McGinnis of the B&M, who recently called for boiling down the 35 eastern railroads into just two systems, said the PRR-NYC study "is an invitation to the other carriers in the east to form a second system." He said he wouldn't anticipate great stockholder opposition to a merger of the two big roads and said that, if he interprets recent statements correctly, the ICC won't stand in the way of railroads trying to get rid of duplicate facilities.

From labor, reaction was primarily one that whatever the railroads do, the brotherhoods are going to look out for their members.

Guy L. Brown of the Brotherhood of Locomotive Engineers, commented that he could see "a lot of good reasons for such a merger" although he also was aware of objections. A merger on such a scale, he said, "needs a very thorough study." Consolidations "in many instances" might be desirable, he said, adding that he is "generally in sympathy with the idea of revision of the transport policy of the nation."

George M. Harrison of the Railway Clerks called the idea a "stock market balloon," and said it would be "ridiculous" to expect the public to approve "such a complete transgression of the prohibition" of monopolistic development. He said some mergers might have value, as some joint use of facilities might, but he would want to review individual cases before saying his brotherhood would favor such steps.

RRs to Seek Selective Rate Hike

They plan early move to get $400 million in added revenues to offset higher wages, rising materials costs. "Ex parte" approach not employed.

Responding to the oft-repeated advice that across-the-board action is competitively harmful, the nation's railroads are expected to file soon for freight-rate increases on a carefully screened list of commodities.

Revenues of $400,000,000 a year would be obtained if all the increases to be sought are granted.

Taking a page from "department store" pricing policies, the railroads will not seek increases on traffic they feel is already being diverted to competitors who offer better rates. Like Marshall Field's and Macy's, they will raise rates a penny here, a couple of percentage points there—where such adjustments can be made with safety.

Increases are not to be sought on many commodities, including coal, manufactured iron and steel products, and some canned and preserved food items.

Rate reductions on some carefully chosen items may be made later on.

November 1 wage boosts totaling 12 cents an hour, coupled with still-rising costs of materials, necessitate the freight rate increase at this time, the railroads contend.

Each penny of the pay rate raise amounts to $25,000,000 a year. That translates to about $300,000,000 for the total payroll cost of the wage boost. An additional $100,000,000 is also needed, the railroads hold, to offset higher materials prices.

All Class I roads in all sectors of the country, as things now stand, plan to join the application for the higher rates no later than December 1. They will ask the Interstate Commerce Commission to grant expedited handling of the case so they can realize the benefits of the added revenues as soon as possible. To speed things along, justification for the higher rates sought will be filed, in anticipation of protests, simultaneous with the application.

In August, the railroads were authorized to boost their freight rates enough to increase annual revenues $443,000,000. However, this case involved a standard "Ex Parte" proceeding amounting to a general increase with exceptions (Railway Age, Aug. 12, p. 9).

At that time, the commission noted that it preferred a selective approach and left the door ajar for the railroads to ask for another rate hike if anticipated higher costs materialized.

At the same time, several railroads, notably the Southern, voiced objections to across-the-board rate action.

Another part of the "new look" in railroad pricing will be a move by the railroads to collect adequate charges for special services like switching and weighing performed for shippers. It's felt railroads can no longer afford to provide such services without direct compensation; such costs have been offset, it's explained, by diverting other income from other business.

A case in point is loading and unloading waterborne freight at ports. A charge of 10 cents per 100 lb. will be included in export rates—this to be earmarked for the road performing the service.

Florida Roads Fight Exempt Trucks with Per-Car Rates

Florida railroads planned to file with the Interstate Commerce Commission last week a new type of per-car rate applicable on shipments of mixed vegetables.

The proposal follows other recent moves of the same roads to meet the competition of truckers operating with benefit of the Interstate Commerce Act's so-called agricultural exemptions.

In publishing its charges per car, the new pricing plan will eliminate 100-lb rates and carload minima. A shipper paying the per-car rate will be permitted to forward on that basis a shipment of any weight he can load into the car.

The mixing rule will permit loading the

THESE MODERN GOLIATHS GIVE THE RAILROADS MORE "GO"... You're looking at more than a million dollars' worth of streamlined power – sleek, tireless, highly efficient locomotives that help the railroads serve you better.

More Railroad Progress like this depends on adequate earnings

Isn't this common sense?

In a few years, the railroads have changed over almost completely to economical Diesel power. And other advances in motive power are already on the way – advances as important to America as to the railroads.

But the money for new locomotives – and all improvements in railroad service – must be supplied by the self-sustaining railroads from their own earnings. And railroads just aren't earning enough money these days to put into operation all the improvements they have developed, as fast as they would like.

Railroads *could* make enough money to do more of these things, for they are – by far – our most efficient system of mass transportation. But their earning power is hamstrung by outdated public policies that favor competing forms of transportation.

As a result, the railroads' earnings are reduced – and the nation loses some of the benefits of railroad progress.

In your interest – in the interest of *every* American family – railroads should be permitted *equal* opportunity to earn an adequate return on their investment. *Isn't this common sense?*

AMERICA MOVES AHEAD WITH THE RAILROADS

Association of American Railroads, Washington, D. C.

YOUR BASIC TRANSPORTATION

car with all types of vegetables and filling out with citrus fruits, pineapples, etc. Shipments eligible for the new rates will be those moving in refrigerator cars not exceeding 33 ft 2¾ in. in length.

The new rates will apply from all Florida stations on the Seaboard Air Line, Atlantic Coast Line and Florida East Coast to points in Southern and Official territories—and to other areas where railroads are willing to become parties to the tariffs. It was planned to file the tariffs with the commission on November 8, and to seek authority to make the rates effective on less than the usual 30 days notice—perhaps five days.

Among the new rates, for example, will be a per-car charge of $365 from Hastings, Fla., to Jersey City, N.J. That compares with present rates on cabbage and potatoes which produce per car charges ranging from $432 and $396, respectively, for 30,000-lb loads, to $518 and $528, respectively, for 36,000-lb loads.

The Florida roads also expect to extend the new pricing plan to shipments of melons out of north Florida, Georgia and the Carolinas, and to vegetable shipments out of Georgia and the Carolinas. The plan has met a favorable reception from shippers with whom it has been discussed, and there is every indication that it will be effective in bringing much of the vegetable traffic back to the railroads.

Other recent moves of the Florida roads to meet competition of the exempt truckers involved reductions in rates on citrus fruits. These reductions put the rates on bases which shipper interests, particularly the Growers and Shippers League of Florida, said would induce them to use rail service.

The reductions apply on both packaged and bulk shipments of citrus fruits from all Florida stations to points in Southern, Official, and Illinois Freight Association territories. They became effective last month.

The bulk rates apply on shipments in open-top crates which are relatively new types of containers for this traffic. Some of the containers are constructed of wire and others of heavy corrugated board. While there is a charge for their return, they are collapsible and thus many may be loaded into a car.

'Fumigation' Cuts Fuel Costs 10%

Another possible solution to the problem of using low-grade fuels in locomotive diesel engines was revealed last week.

The new process, called "fumigation," introduces part of the fuel as a fine mist into diesel cylinders through the air inlet manifolds.

"The Pennsylvania is already engaged in introducing this fuel saving method and is prepared to permit other railroads to use the equipment developed," P. H. Schweitzer of the Pennsylvania State University told the November 6 National Diesel Engine Meeting of the Society of Automotive Engineers in Cleveland.

Penn State laboratory tests on experimental engines showed that "fumigation" resulted in smoke reductions of up to 80%, increased power output up to 18.5%, or decreased specific fuel consumption up to 9.8%. Ignition lag could be shortened, rate of pressure rise could be lowered, and quieter and smoother operation could result.

When running on good grades of diesel fuel, approximately 15% of the main fuel proved to be as good a manifold fuel as any. It was also found that a diesel engine could operate satisfactorily on substandard fuels down to 0 cetane number when "fumigation" was employed.

Maximum benefits came when introducing fuel in the form of a very fine mist produced by an experimental model of the commercial Micro-Fog lubricator made by C. A. Norgren Company. As yet an economical method for producing this finely atomized fuel spray in large quantities has not been found. However, significantly improved performance was also obtained by the use of inexpensive pneumatic spray nozzles that require only a small amount of low-pressure air for operation.

The "fumigation" techniques have been under investigation at Penn State for over 15 years. Variations have been employed in various applications and one such enabled the German air force to operate gasoline engines without spark plugs during World War II.

"Fumigation" is a little step away from the diesel engine, a step which preserves diesel's advantages and alleviates two of its disadvantages—incomplete mixing of air and fuel, and late combustion caused by long ignition lag.

The most obvious use of "fumigation," according to the Penn State investigators, is for reduction of exhaust smoke or increase in smoke-limited power output. From the standpoint of convenience and effectiveness, normal diesel fuel—same as the primary injected fuel—is recommended for normal "fumigation."

Another promising use of "fumigation" is to reduce fuel consumption. High-speed diesel engines have difficulty in burning diesel fuels of 35 cetane number at light load or idle, although operation may be satisfactory at heavier loads. "Fumigation" of part of the main fuel at light loads will allow satisfactory operation at all loads. If the main fuel has still lower ignition quality, "fumigation" of the main fuel helps some, but better results are obtained by "fumigation" of a high cetane fuel doped with a cetane-improving additive.

The "fumigation" operation is completely automatic. The report said that "a railroad can have the benefit of two-fuel operation without having a two-fuel system with two large tanks or mixers. In addition, it lowers fuel consumption. The two savings should add up to 5 to 10% total savings in fuel costs. The savings will be higher when an economical mist generator becomes commercially available."

GN's Rocky Is a 'Pin-Up'

The goat that graced a thousand box cars is now a pin-up. With tongue somewhat in cheek, the Great Northern has announced that "to satisfy popular demand" Rocky the mountain goat now offers "autographed" pictures to his fans. Rocky began as a trade mark symbol in the center of the GN herald. Then he snared a starring role in the road's TV commercials, invaded radio and got a big play in newspaper ads. According to GN, the fan mail started pouring in—and most of the letters requested a photo. Rocky, the Great Northern declared, has "arrived."

Nine Months' Net Was $538 Million

Class I railroads in this year's first nine months had estimated net income, after interest and rentals, of $538 million—down $74 million from the $612 million reported for last year's first nine months.

The latest statement from the AAR's Bureau of Railway Economics also showed the nine-months' net railway operating income, before interest and rentals, was down more than $75 million—from $774,662,636 to $699,477,372.

Estimated net income for September was $65 million, down $13 million from the $78 million reported for September 1956. The month's net railway operating income was also off about $13 million—$84,248,246, compared with $97,623,319.

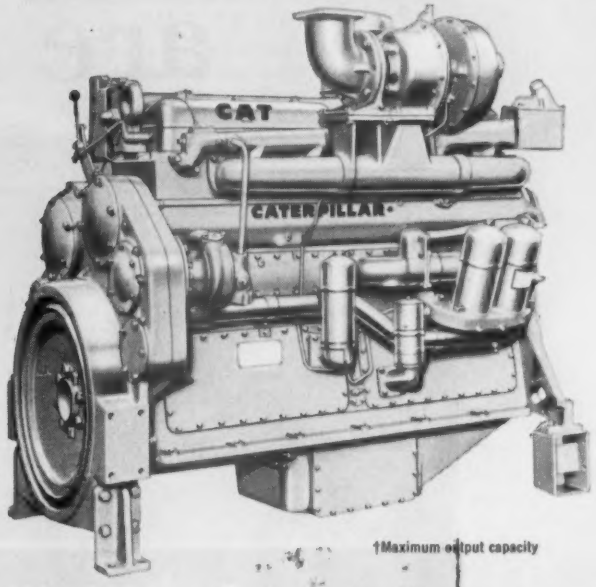
Sixteen Class I roads failed to earn interest and rentals in this year's first nine months. Rate of return for the 12 months ended with September was 3.62%, compared with 3.96% for the previous 12 months.

CATERPILLAR ANNOUNCES

Another heavy-duty engine in the world's most advanced line of Diesels

D397	D375		D342	D339	D337	D326	D318 (SERIES G)	D315 (SERIES G)	D318	D315	D311
650 HP†	430 HP†		225 HP†	140 HP†	310 HP†	200 HP†	175 HP†	115 HP†	137 HP†	91 HP†	65 HP†

New D353 — 390 HP†



Length 75⅛"
Width 47½"
Height 69¼"

†Maximum output capacity

The engine that delivered outstanding performance in the famous D9 Tractor is now available as the D353 Industrial Engine, Electric Set and Marine Engine. Like all modern CAT* Diesels, the D353 incorporates in its design the advanced features developed by Caterpillar in a quarter century of diesel leadership. Its four-cycle design delivers the long, effective power stroke that puts power to more efficient use than other types of engines. Its fuel system requires no adjustment. There are no cylinder ports to clean. And it operates on a wide range of fuels including premium diesel fuels as well as low-cost No. 2 furnace oil *without fouling*. All these and other features add up to performance that no unit in its power class can match.

With the addition of the D353 to the Caterpillar Engine line, you now have an even wider choice than ever for your requirements. Engines are available up to 650 HP (maximum output capacity) and electric sets up to 350 KW (continuous duty). Either as original or replacement power, there's one among hundreds of different arrangements that exactly meets your needs. Leading manufacturers of machinery can supply these models in the equipment they build.

If you'd like complete information about the new D353 and other Cat Diesels, just call your Caterpillar Dealer. Let him show you how diesel leadership based on a quarter century of experience can engineer the modern heavy-duty diesels of tomorrow.

The new Cat D353 Engine is a six-cylinder, four-cycle, valve-in-head turbocharged diesel. It is available as an electric set rated at 200 KW (continuous duty) and as a marine engine. A full line of matched attachments is also available – items such as air, electric and gasoline starting systems; clutches; bases; controls and governors; cooling systems and mufflers.

CERTIFIED POWER FOR CAT DIESEL ENGINES

Through the years, Caterpillar Engines have earned a reputation for *honestly rated power*. Now Caterpillar backs this reputation with a *notarized certificate* covering the horsepower capabilities of each engine. You have a right to demand *certified power* when you invest in an engine. You get it when you buy from your Caterpillar Dealer!

Caterpillar Tractor Co., Peoria, Illinois, U. S. A.

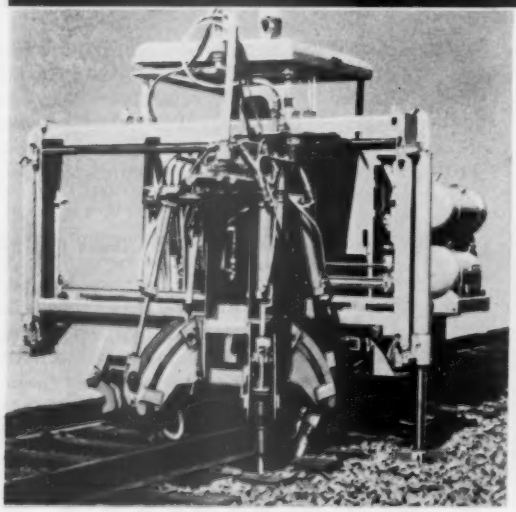
CATERPILLAR*

*Caterpillar and Cat are Registered Trademarks of Caterpillar Tractor Co.

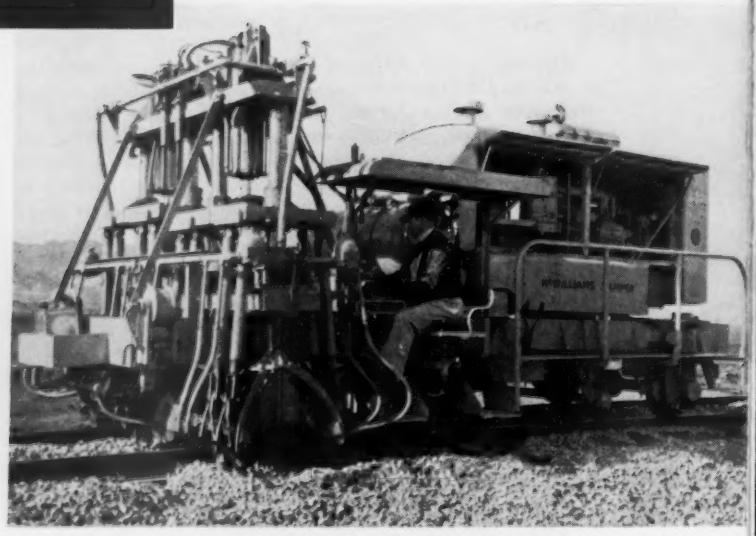
IN TRACK MAINTENANCE . . .

These Jobs* are Done Best *by* RMC MACHINES

*** TIE TAMPING**

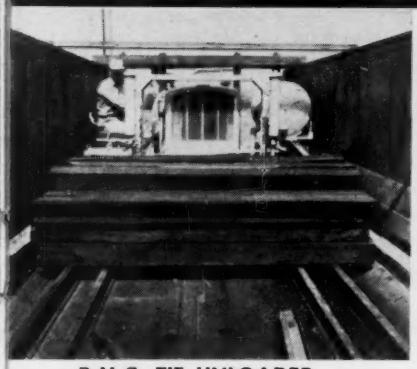


McWILLIAMS SPOT TAMPER
Provides big-tamper ballast compaction for smoothing, spot surfacing and yard and terminal maintenance.



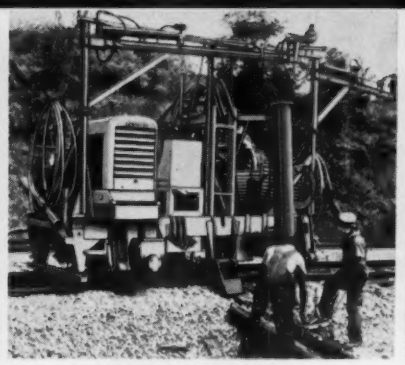
McWILLIAMS PRODUCTION TAMPER
Will finish tamp any raise up to 6" at speeds up to 720' per hour.

* TIE UNLOADING * TIE REPLACING * TIE SPACING



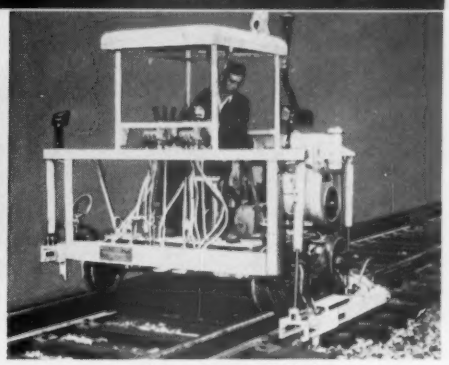
R.M.C. TIE UNLOADER

Unloads ties from modified cars, placing them on the berm in correct position for tie renewal.



R.M.C. TIEMASTER

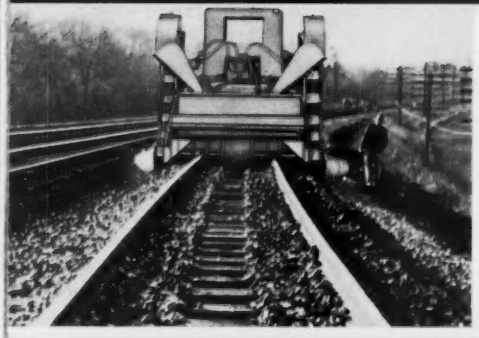
Replaces ties at a rate of approximately one per minute with three men, with minimum track disturbance.



R.M.C. TIE SPACER

Corrects poor tie spacing and slewed tie conditions by means of two hydraulic shifting devices.

* DISTRIBUTING BALLAST * CLEANING BALLAST



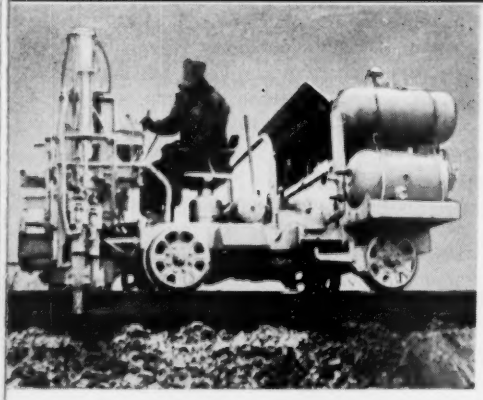
McWILLIAMS BALLAST DISTRIBUTOR

Places ballast in desired quantity in exactly the proper position for tamping, shaping shoulder and inner-track space.

McWILLIAMS SUPER MOLE

Cleans or excavates shoulder ballast at speeds up to 2400' per hour.

* DRIVING SPIKES * LINING TRACK

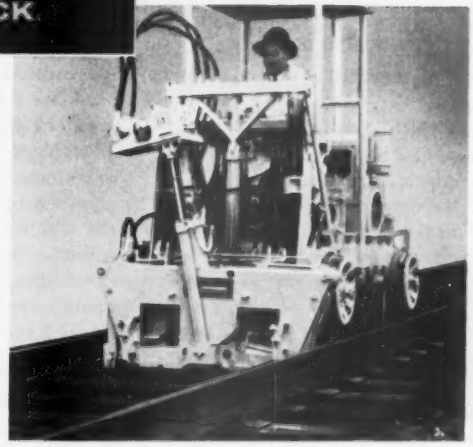


R.M.C. SPIKEMASTER

Nips up the tie and drives four spikes, one on each side of both rails. Speed: better than six ties per minute.

R.M.C. LINEMASTER

Lines over 6000 feet of track per day, using an operator and one man sighting. Wheel-mounted and crawler mounted models.



PRI MEMBER

Trial and LEASE Plans

Railway Maintenance Corporation

PITTSBURGH 30, PA.

First Look at 1958 Buying Plans

At present, predictions about the railroads' prospects for 1958 are mixed—some bearish and some mildly bullish. Traffic and earnings levels presently are disappointingly low on many railroads. However, there are other roads which in 1957 are rolling up record—or near-record—earnings. And with 1958 traffic levels probably up somewhat from this year's some optimism seems justified.

What are the factors which reinforce this optimism? First of all, gross national product (the total of goods and services produced) should increase slightly from the 1957 level. A part of this upward movement will be due to increased activity in the homebuilding field—and homebuilding produces traffic. Rate increases won by the railroads this year should begin to pay off. Piggyback traffic should continue its rapid rise.

● ***Railroads will be able to retire many cars now running up excessive maintenance costs***

All these factors tend to make the traffic and earnings picture look reasonably bright. Furthermore, it seems likely that the railroads will get aid which will enable them to increase their purchases of freight cars, particularly, and rolling stock generally. The favorable effects of this occurrence will be two-fold: (1) the carriers then will be in a better position than now to compete for a considerable volume of traffic now moving by other transportation media; and (2) railroads will be able to retire many freight cars which currently are costing heavily in maintenance expense.

One rather bright spot in the traffic picture in 1957 has been piggyback. No national figures on the amount of this traffic handled or the revenue derived from it are available. However, Railway Age was able to obtain figures on traffic volume from a number of eastern roads which appear reasonably typical of all piggyback lines. These figures show that the number of trailers our sample of five roads handled in the first eight months of 1957 was up 63% from 1956 volume for the similar period. Whether or not this rate of growth will continue through 1958 depends on a number of factors. However, piggyback traffic will continue to grow in volume and profitability. Other traffic may not increase substantially until the second half of the year.

Highway trailers

The continued growth of piggyback will make necessary the purchase or lease of an increasing volume of highway equipment. One eastern road, for example, says that only two factors are limiting the rate of growth of its t-o-f-c service. One is the difficulty of keeping up with the demand for equipment. The other inhibiting factor is the time it takes to dig out the information necessary to make rates which are truck-competitive.

This road's fleet of owned trailers has increased tremendously since it started piggybacking in 1954. So far it has been able to meet most of the peak demands for trailers by leasing or renting from its contract draymen, from trailer builders' pools of spares, and from equipment rental houses. Within the next several months it expects to increase its ownership of trailers by 15%.

There are no available figures on just how many trailers are being used in the railroads' own bill of lading (plan 2) piggyback service. It is estimated that the railroads own or lease a minimum of 4,000 trailers which are used exclusively in piggyback operations. With the New York Central getting into the act soon—next month, reportedly—the total gain will be swelled. At the same time, the Central's expansion of its trucking subsidiary's activities will call for other substantial additions to the railroad's already large fleet of highway equipment.

● ***Perennial car shortages can be overcome in a few years as money is made available***

The railroads admit that they haven't enough equipment—freight cars particularly—to compete with maximum effectiveness for America's growing traffic. Now, a group of 34 eastern lines have suggested that the federal government purchase such equipment and lease it to the railroads. J. M. Symes, president of the Pennsylvania, is chief spokesman for the plan. Mr. Symes, in an exclusive interview appearing in Railway Age last week, said that the chances of this plan's going through at the next session of Congress are "pretty good."

Such a plan should enable the railroads to end within several years the perennial car shortages. It also should make possible their scheduling of equipment purchases on a long-term basis. Without government aid, the railroads probably will order about 75,000 freight cars in 1958; with it the sky may be the limit. Then, for the next 5-10 years, orders for 100,000 cars per year should be routine.

Better credit

Planned equipment buying, added to the growing practice of planning maintenance of way activity on a relatively long-term basis, cannot help but make railroad securities more attractive investments for the public. Such long-term planning, bringing stability, should make possible a more thoroughgoing attack on the railroads' problem of making more of their rates competitive.

Passage of a bill to set up the government-financed equipment-purchasing agency certainly will put the railroads in a position to procure enough locomotives to retire the few remaining steamers.

Not so easy to anticipate is activity in the passenger car field. There has been a lot of heated discussion of the passenger business lately, and fortunately there also has been some light shed on the subject. Only a few weeks ago, for example, qualified speakers at a meeting in Chicago made it clear that there is a profitable passenger market for the railroads to tap, if, among other things, the right kind of equipment is used. The equipment recommended is lightweight, and each train has motive power at both ends. The market to be tapped is the so-called "middle distance" travel, where journeys of 100-500 mi are made. In serving this market relatively low-cost, easily maintained coach equipment is necessary. Several of the eastern roads apparently are thinking seriously of concentrating on this market.

In the meantime the railroads still are in the passenger business—some of the western roads have dome cars on order.

- Capital expenditures and purchases of materials, supplies and fuel by Class I railroads during 1958 should total about $3 billion.
- Freight car orders could exceed 75,000.
- Radio will be installed at 190 locations and on about 1,800 locomotives and cabooses.
- About $25 million will be spent for maintenance-of-way work equipment.

Several eastern transit lines have ordered, or have indicated they would like to procure, new equipment for handling "commuter" traffic. The Philadelphia Transportation Company has asked for bids on 270 cars; the Chicago & North Western has just ordered 13 new cars; and Boston's Metropolitan Transit Authority has ordered 50 cars. Thus, for the moment the passenger car market seems to consist mainly of commuter-type equipment and the outlook is for continued activity. The eastern roads, which serve the largest number of cities between which the "middle distance" passenger travels, in the long run may be the largest buyers of passenger equipment.

● *Maintenance-of-way tools figure largely in the railroads' capital budget plans*

In recent years purchases of communications equipment and tools for doing maintenance-of-way work have taken large parts of the railroad's capital budgets. Expenditures in 1956 for maintenance-of-way work equipment, for example, were the largest in the history of the carriers—$33 million. And Railway Age predicted that 1957 would be another good year for manufacturers of such equipment, with purchases at—or slightly below—the 1956 volume. Since 1956 was 77% above 1955 figures, and up about 50% from the previous record year of 1952, some decrease in 1957 was to be expected. And it looks like that has developed.

Figures on 1958 plans to buy M/W work equipment are just beginning to come in. The first 19 roads reporting expect to spend 3% more for work equipment in 1958 than in 1957. Ten roads plan to increase their purchases; two will spend about the same; seven will buy less than in 1957. Weighing these data and other factors, it is probable that 1958 purchases of work equipment will be down somewhat from the 1956 figures, but above the previous (1952) high of $22 million. It is estimated that such buying next year will hit at least the $25 million level. As New York Central President Perlman said recently, the railroads are spending money to make money.

Railroading is becoming increasingly dependent on the most modern communications tools. That is why, for example, in each of the last five years the railroads have installed an average of 230-odd base radio stations and more than 2,200 mobile stations. Still, many locomotives and cabooses are not radio-equipped, while at the same time some of the pioneer railroad radio users are getting into replacement programs.

● *Many locomotives and cabooses still must be equipped with radio for full benefits*

Undoubtedly 1958 will see at least 1,800-2,000 mobile units purchased and about 190 fixed stations installed. Additionally, enough carrier equipment will be purchased to provide for at least 175,000 miles of communications circuits. Installations of other communications equipment and facilities will remain at levels roughly equal to—or slightly above—those of 1957.

In the signaling field during 1958, grade crossing protection, CTC, and speed controls for retarders used in hump-type classification yards will get a large share of the railroads' budgets. Several retarder yards with older types of retarder equipment are scheduled to get the newer and more efficient operating controls. Additionally, at least seven modern retarder-

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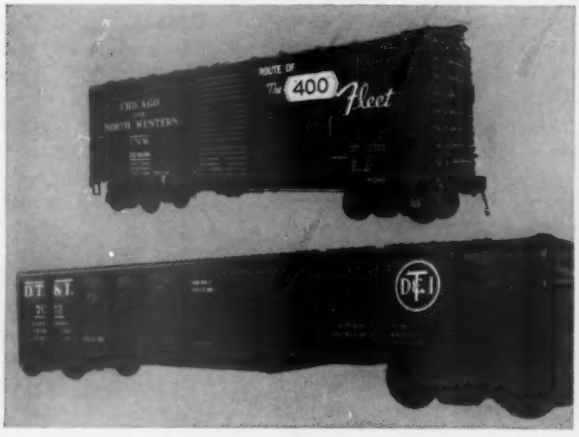
WOOD BLOCKING
NAILABLE STEEL FLOOR
USE 20 (4"LG) OR 30 (4½"LG) PENNY NAILS
TO SECURE BLOCKING
BY NAILING INTO GROOVES

The stencil that means better lading protection and reduced Cause F loss and damage claims for progressive railroads.



The first box car (1948—Chicago & North Western) and the first gondola (1945—DT&I) equipped with N-S-F.

N-S-F *takes repeated nailing of blocked loads without deterioration or leaking. Keeps more Class A cars rolling.*

OVER 60,000 FREIGHT CARS EQUIPPED WITH N-S-F® IN JUST 12 YEARS!

The rapid acceptance of NAILABLE STEEL FLOORING in the past twelve years is a tribute to the progressive spirit of America's railroads. Today N-S-F, the *original* NAILABLE STEEL FLOORING, is in use in the new and rebuilt rolling stock of 62 leading carriers, delivering savings on maintenance costs, operating costs, and damage claims, and giving better customer service.

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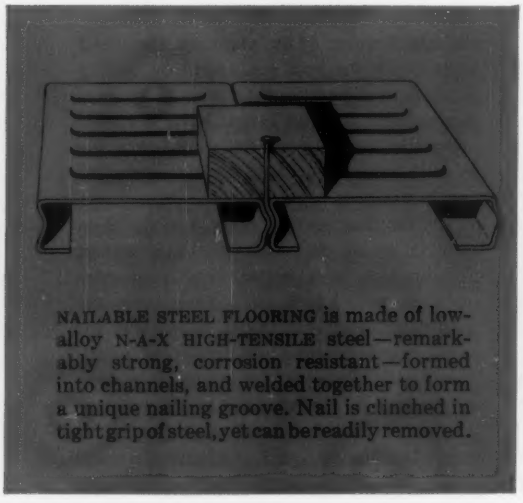

NAILABLE STEEL FLOORING is made of low-alloy N-A-X HIGH-TENSILE steel—remarkably strong, corrosion resistant—formed into channels, and welded together to form a unique nailing groove. Nail is clinched in tight grip of steel, yet can be readily removed.

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equipped yards now in various stages of completion should go into service some time during the year. Three other similar yards probably will be started, too, while another four are "under consideration." Also, a minimum of 1,200 grade crossings will receive protection of flashing lights and/or gates, while 1,200-1,500 road miles will be placed under CTC.

Such a signaling and communications program means installations of several thousand signals, 1,000-odd power switch machines, a substantial but not easily determined amount of electric wire and cable, thousands of battery cells, and many other items needed to make these facilities operative.

Several relatively new developments in the communications field are being watched with interest by the railroads and their suppliers. Micro-wave radio and industrial television are these "new" tools. Of course, in the last several years there have been a number of installations of each of these types of equipment by railroads, but use of them is not widespread by any means.

Western roads are the largest users of micro-wave—the Santa Fe, Rock Island and Union Pacific. The only installation in the east of which we are aware is on the Southern. There are authorities who contend that micro-wave today is economical for most carriers only under unusual conditions. Some of these persons contend, however, that, micro-wave will be used more extensively in the not far distant future, as the railroads begin thinking more seriously of automatic or "robot" operation of trains.

To date, most railroad use of industrial television has been for observing from one point operations at another relatively distant point. Probably most installations during the next few years will be for this purpose. Some roads may do as the New York Central did this year—use TV for instructional or promotional purposes. The NYC had its stockholders at the annual meeting see some of the road's latest developments on TV.

After 1958 What?

Of late many of the railroads' suppliers have been asking themselves just how bright is the railroads' future. If the railroads have a poor future, then the manufacturers' futures lie in serving someone else. Some of the major suppliers seem to have been convinced that the railroads have a potentially brilliant future. General Electric, for example, recently released the results of a survey which indicated that in 1965 the railroads will be handling 55% of the country's freight traffic. In terms of ton-miles, the survey showed that the railroads will be handling 43% more business in 1965 than they are presently. Transportation Facts, Inc., made a similar survey of the railroad future for the Railway Progress Institute. The results of this study present a picture similar to that shown by the GE investigation. More recently, Republic Steel released its report "U.S.A.—Tomorrow," which also points out the railroads as a growth industry.

- ***The railroads must be ready for the business the country's growth creates***

The Transportation Facts study forecasts a growth in the railroads' passenger traffic, too, though the increase is not as great as that for freight traffic. Railroads, the study predicts, will be handling about 30 billion passenger-miles by 1965, up about 8% from today's volume.

The growth which these surveys have anticipated certainly can occur. However, everyone knows it won't just happen—it must be made to happen. The railroads must make themselves ready to handle the volumes of business which have been forecast for them. It is hardly a secret that presently they are not ready. The railroads know it, their suppliers and customers know it, and at least some people in government know it.

To help make themselves ready for this bright future, the carriers have been spending since World War II an average of more than $1 billion a year for new equipment and facilities. But obviously this is not enough to bring about the "super railroads" needed to handle tomorrow's traffic volume. Some authorities estimate that to build super railroads will require capital expenditures of at least $2 billion per year by the industry. Where's the money to come from?

Since their low earnings level has made it practically impossible for the railroads to procure equity capital, their two sources of funds for improvement purposes have been retained earnings and equipment trust paper. More recently, a government-financed equipment leasing agency has been proposed. This agency would lease to the railroads—at a profit to the government—the needed rolling stock. Such a plan would go a long way toward making the railroads ready to handle the traffic which has been forecast as theirs, if they're able to handle it, by the mid-1960's. However, it will not solve all their financial problems. The carriers probably need also to make capital expenditures of at least $1-1.5 billion yearly on fixed properties if they are to be set for 1965.

Readers of Railway Age are familiar with some of the handicaps, regulatory and other, under which the railroads must operate. Efforts are being made to alleviate some of these restrictions. How successful these efforts may be—and when the objectives will be accomplished—is difficult to say. Nevertheless, anyone who has followed closely events of the past few years cannot help feel that some limited success in the battle to unshackle the railroads is being won almost daily. Certainly, among other things, there is in Washington an Interstate Commerce Commission which seems to be increasingly aware of the problems of the railroads—and transportation in general. This is cause for optimism.

How investments pay

Naturally, each capital investment made by the carriers brings some saving. The exact amount of the return from any expenditure depends on a lot of factors—the effectiveness of the planning, the speed with which the new equipment or facility is used to capacity, etc. It is these savings which, by and large, have been responsible for the progress made since the War in improving plant, and to some extent equipment.

In the past several years, savings from new locomotives, and to some extent freight cars, plus better fixed properties such as new yards, etc., have been the railroads' mainstays. Now, new areas for savings are opening up, many of which have been foreseen for years but were impossible to exploit for various reasons. For example, it has been clear that better car distribution and utilization could save the railroads hundreds of millions

annually. Now, new communications facilities, electronic computers, and the so-called new science of Operations Research seem to offer hope of achieving a lot of savings in car distribution.

● *Railroads now have in service or on order 57 large or intermediate sized computers*

Some figures compiled recently show that the railroads now have in service four of the large scale electronic data processing systems (computers). Eleven of the intermediate sized systems also are in operation. On order presently are at least seven of the larger systems and about 25 of the smaller units. Not all of these units will be used in car distribution work. However, one large scale computer and one intermediate-sized machine currently are—or soon will be—engaged in this work. Others undoubtedly soon will be.

The rest of the data processing equipment is being used to speed up the handling of accounting and statistical data, while decreasing the cost of doing the work. (Computers used in car distribution work will perform other assignments too.) Cost reduction in doing this work is important. However, most railroads think that the management-control information—hitherto impossible, or too costly, to develop—which the computers can help make available, will aid them more than the money saved in clerical operations.

● *Yard changes and rebuildings to fit the railroads to the future will cost $4 billion*

While the computers can quickly process the information necessary to do a better job of car distribution, raw data must be fed into the computer through a communications system. Once the data are processed the results must be gotten back to the field where they can be used. While the railroads have made great progress in recent years in upgrading their communications facilities, in general there remains much to be done on most roads before 1965. John Barriger, president of the Pittsburgh & Lake Erie, has estimated in his book "Super Railroads" that railroad expenditures for improved signals and communications between 1956 and 1965 should be $750 million. This does not include facilities furnished the railroads by the telephone companies.

Expenditures for signal and communications equipment are only a relatively small part of those necessary to get the railroads ready for the traffic volume which it is estimated they will be offered. Several hundred freight yards must be improved or replaced completely. Not all, of course, will be of the hump-retarder type. There is a range of traffic volumes which presently, at least, is handled most economically in flat yards. However, as traffic grows, an ever increasing number of yards undoubtedly will be retarderized. Mr. Barriger has estimated that the cost of these yard changes and rebuildings will be about $4.0 billion. This is the second largest item on his program for building the roadway of the super railroads. It is exceeded by the assignment of some $5 billion for line changes to reduce grades and curves, permitting trains to make better speeds. Higher sustained speeds mean reduced transit times. Increasingly, shippers are demanding speed in addition to reliability.

Cars leased from the government under the proposed plan of the eastern railroads would save a lot of money for the railroads in maintenance expense, and other expense as well. It is the old cars which, as the Southern's Operating Vice-President, D. W. Brosnan, once said, make the larger part of the empty car mileage. They're generally in need of repair and considered as "rough freight only" cars. Nobody wants them, so they wander around until finally they get back to the owning road where they must be upgraded before they are acceptable to any large number of shippers. Today, Mr. Brosnan said, shippers demand that the railroads furnish Class A or B cars to a greater degree than in the past. The newer, better cars are more easily kept in shape for "high class" freight.

The debate on the types of freight equipment which the railroads will buy to handle the future traffic still is going on—and probably will go on indefinitely. However, one thing seems reasonably clear, i.e., that the general purpose equipment, as the railroad industry has known it for many years, is practically a thing of the past. Even the general purpose box car is changing radically. For example, some of the western roads particularly are finding that a box car with two doors per side—one the traditional sliding door, the other the plug type door familiar to users of refrigerator cars—is finding favor with shippers. Increasingly, steel inner lining covered with neoprene or some similar material, or plywood, will replace today's tongue and grove sheathing in the box car. And, the number of so-called general purpose cars in proportion to the total supply of cars of all basic types will decrease.

Today's special purpose car may turn out to be the general purpose car of tomorrow. For instance, Pacific Fruit Express has just ordered 500 cars with mechanical refrigeration. The cars will be used to handle fresh fruit and vegetables. Should the experiment prove economical for shippers and PFE all of the refrigerator cars in service soon may be mechanically cooled or heated. Up to the present, the mechanical reefer was considered good for only frozen foods.

The government-financed equipment leasing agency will change considerably the traditional capital expenditures picture of the railroads. Fixed properties probably will get the bulk of the railroads' improvement budgets, where today equipment comes first. This may mean for a few years, at least, that railroad spending for improvements and operating supplies will not reach the $4 billion level forecast last year.

Stabilized maintenance

Continued progress will be made in handling maintenance-of-way work more economically. Bigger and more efficient machines will come from the suppliers. This in turn will help to bring about stabilized maintenance programs. (Generally speaking, the larger and more productive the machine, the better it must be utilized if the user is to get the maximum benefit from it.) Thus planned levels of maintenance will make it possible to get the most from equipment. Stable, well-trained labor forces will result and M/W costs continuously will be lowered. That, of course, will leave more money for other purposes.

Increasingly railroad equipment suppliers are becoming interested in American railroads "south of the border." Already American manufacturers are selling Latin American roads $60-65 million of equipment and supplies yearly. Within a few years such sales are expected to climb to $100 million or more. The Latin American countries are building or improving railroads as fast as their limited funds will allow. In Panama a new railroad will be constructed. Colombia, Brazil, Mexico all are improving their rail lines.

New light-duty Apache—Series 31 pickup

New Step-Van—One of three new Forward Control models in Apache Series

NEW 1958 CHEVROLET TRUCKS WITH

Just look at all they offer that's new and better . . . and you'll see why these new Chevies are the fleetest, sturdiest, handsomest dollar-savers yet! Meet Chevrolet for '58!

THREE NEW MODEL LINEUPS!

It's the biggest, most versatile Task-Force fleet yet—with an appetite for work to match! Every model sports fresh, broad-shouldered styling. And there's new hard-pulling power in every weight class, too—from the handy, handsome pickups to strapping tandems with GCW ratings all the way up to 50,000 lbs.

Just name your job. Your Chevrolet dealer will gladly name the new Apache, Viking or Spartan model to do it faster, easier and more economically than any other truck on the road!

NEW LIGHT-DUTY APACHES

Nifty, thrifty Apaches—built to outwork anything in their weight class—offer three completely new

SEE THE LATEST EDITIONS OF THE "BIG WHEEL" IN TRUCKS—

New heavy-duty Spartan—Series 90, L.C.F. model *New medium-duty Viking—Series 60 cab and chassis*

NEW HUSTLE! NEW MUSCLE! NEW STYLE!

Step-Vans equipped with walk-in bodies. The expanded lineup also includes high-capacity panels, pickups and four-wheel drive trucks—with a model tailored to take on your most troublesome delivery chores. There's new pep and power in any engine you pick, too—whether it's a 6 famous for economy or a short-stroke high-compression V8.

NEW MEDIUM-DUTY VIKINGS

Hardy, hard-working Vikings roll in with nine brand-new models, offering new cab-to-rear-axle dimensions for improved semi-trailer, dump, stake and van-type operations. Options available on these and most other new models boost GVW ratings all the way to 21,000 lbs.—as high as many competitive heavyweights. Yet you get traditional Chevrolet economy from high-compression engines that include the industry's most popular 6's and V8's packing up to 175 h.p.

NEW HEAVY-DUTY SPARTANS

The robust Spartans make hauling history with the most revolutionary truck engine in decades—the Workmaster V8 with Wedge-Head design. The combustion chambers are in the cylinder block! Featured in Series 90 and 100 heavyweights, this 230-h.p. engine achieves a new high in efficiency. There's also an 18,000-lb. rear axle to go with it, an optional high-tonnage 9,000-lb. front axle and cast-spoke wheels on every model. Look over Task-Force 58 at your Chevrolet dealer's. . . . Chevrolet Division of General Motors, Detroit 2, Michigan.

1958 CHEVROLET TASK·FORCE TRUCKS! CHEVROLET

TEST SITE consists of track at one side of the Monon's flat yard at Hammond, Ind. Site is leased from the railroad by the manufacturer.

TWELVE SECONDS per car—that's how fast cars can be weighed by the Railweight method.

Car Weights by the Trainload

Revolutionary method permits weighing in motion without uncoupling. Claimed benefits include savings in time and expense without capital investment by the railroad.

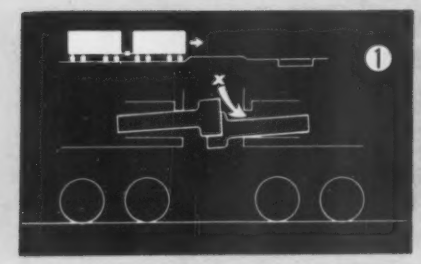
Recently a large group of railroad men, shippers and state government officials stood alongside what had been a more or less "top secret" piece of track. This track, off to one side of the Monon's yard at Hammond, Ind., is the test and development site for a relative newcomer to the railroad field—the International Railroad's Weighing Corporation of Indianapolis—developers of a car weighing method called "Railweight."

What they saw is pictured on these pages; a stretch of track punctuated by a slight "hump" in the rails, leading to an unusually short track scale. Within the modest frame scale house immediately adjacent to the scale, veteran railroaders looked in vain for some radically new equipment. They saw none. The scale itself, a mere 12½ ft long, is a standard Fairbanks Morse lever-type knife-edge track scale; the recorder is a simple Streeter-Amet tape printer.

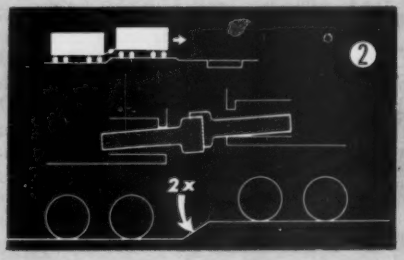
Many were inclined to disbelief before the demonstration began. How, one railroad man reasoned, can it be possible to weigh cars accurately—while coupled and in motion—with anything so simple as this? The secret is in the "hump" section of the approach track.

As the demonstration proceeded, amazement took the place of skepticism in many minds. Running at a speed of about 2 mph, a train of loaded cars was pulled

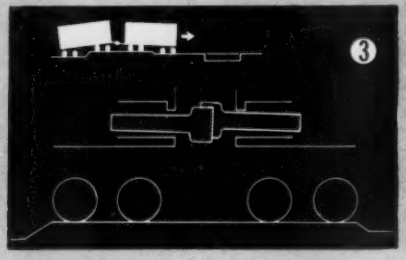
Elimination of weight transference between cars through the couplers



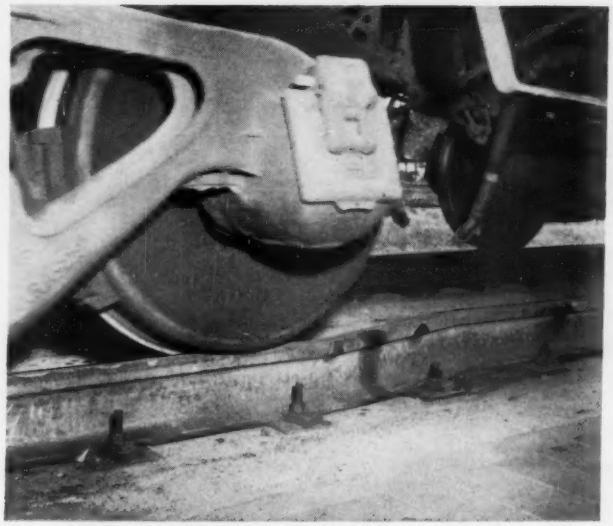
Coming into a yard off the main line, the positioning of the connecting couplers of any two adjacent cars will vary. Very seldom will they be accurately "in line." Each coupler has a certain amount of vertical movement between the upper and lower faces of the striking casting in the car end sill. Let this amount of vertical coupler shank "play" be designated as "X".



As the trailing truck of the lead car ascends the Railweight "hump," the trailing coupler of the lead car is deliberately misaligned with the lead coupler of the trailing car. Since the hump rise is equal to 2 X, the couplers are vertically displaced with respect to each other by the distance X.



As the lead truck of the trailing car ascends the Railweight "hump," the deliberate coupler misalignment achieved in Step 2 is unchanged, still equal to X. The couplers, throughout this operation, are in constant tension as a result of the train movement.



THE KEY to the method lies in the Railweight "hump." Ascending lift (left) is double the descent (right).

over the scale. As each truck passed over the scale, its weight was recorded. Adding the readings obtained from the two trucks of each car provided total car weight.

The question of accuracy was, of course, immediately raised. What about weight transfer from car to car through the couplers? The accuracy of the weights obtained was found to be well within the required 0.2 per cent tolerance. And, as to transfer of weight from car to car through the couplers: there wasn't any. Slowly came the realization that here at last was a weighing method which, to all appearances, could do what had never been done before.

No Railroad Investment

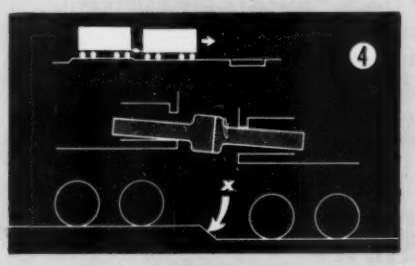
After the technical features were explained, Samuel H. Levinson, president of the firm, went on to explain his company's plans. The Railweight weighing method, he pointed out, will not be sold. It will, instead, be installed by the company and then licensed to the railroad on a fixed-fee-per-car basis.

Said M. J. Buchman, executive vice-president of the firm: "Our studies have revealed that it costs the railroads an average of at least $10 for each of the approximately 22 million weighings they make each year." The Railweight method, it was claimed, will do the job at a cost "of about $2 per car," and, in addition, can practically eliminate the usual delay incurred by weighing—especially in flat yards.

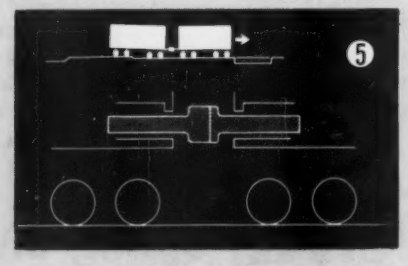
Installed nationwide, the Railweight method, according to its developers, could cut weighing time to the extent that the railroads would, in effect, gain 25,000 more cars. Mr. Levinson stated that weighing delays account for some 7.4 per cent of overall shipping time. He pointed out how the Railweight method could be installed in yard lead tracks, completely eliminating the need for separate weigh trackage, extra equipment, crews, etc. Damage loss reduction can also be achieved, the firm pointed out, by eliminating the usual recoupling impacts and, since all cars can be weighed in any train. overloads can be instantly detected and rectified.

Practically any type of recording equipment can be incorporated with the Railweight method, the developers point out. IBM card punching, tape printing or punching, or any method capable of fast recovery for in-motion weighing, can be used—depending upon the individual railroad's preference. Depending upon the circumstances, portions of existing scale facilities can possibly be adapted to the Railweight system.

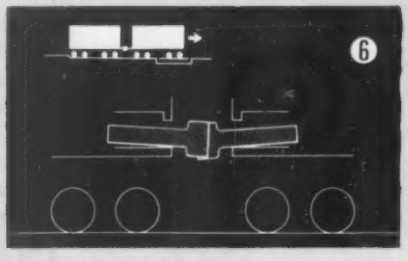
...is key to Railweight's new system of car weighing.



As the trailing truck of the lead car descends from the Railweight "hump," the upper face of the lead car's striking casting contacts the coupler shank. Since the vertical descent from the hump is equal to the value "X" (the coupler "play"), the lead car's coupler is forced into alignment with the trailing car's coupler.

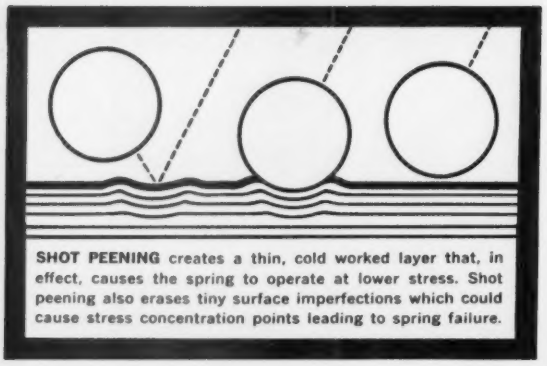


As the trailing car descends from the Railweight "hump," the coupler relation established in step 4 is maintained. The couplers connecting the two cars are now aligned and, since neither is in contact with the upper face of its striking casting, there can be no transfer of vertical load (car weight) from one coupler to the other.



Even if the train should slow down and relieve the coupler tension, the alignment established by passing over the "hump" will remain and each coupler shank will rest on the lower face of its striking casting. Car weights are taken—one truck at a time—as the cars move over the one-truck capacity scale. The two truck weights thus obtained are added together to arrive at the total car weight.

made stronger to last longer



SHOT PEENING creates a thin, cold worked layer that, in effect, causes the spring to operate at lower stress. Shot peening also erases tiny surface imperfections which could cause stress concentration points leading to spring failure.

cut bad-order car expense

You can help keep cars off the repair tracks with Crucible's *fatigue-resistant* springs. They're single heat treated and shot peened — *made stronger to last longer* — yet they cost no more than conventional springs.

Because they last longer, Crucible *fatigue-resistant* springs reduce replacements due to spring failures—90% of which are caused by permanent set.

Fatigue-resistant springs can maintain their load-carrying capacities over longer periods because they have better hardenability, higher elastic limits and greater resistance to working stresses. Crucible ensures these qualities in every spring through strict manufacturing control from ore through final, rigorous compression tests.

Crucible single heat treated *fatigue-resistant* springs are your best guarantee of low-cost, long-lasting spring performance. For details, write for folder: *Spring Division, Crucible Steel Company of America, McCandless Avenue, Pittsburgh 1, Pa.*

CRUCIBLE spring division

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The PCB Spreader applies Ureabor quickly and uniformly at low rates. It holds enough Ureabor to treat up to 2500 sq. ft. without refilling. Available for $10.75 delivered—anywhere in U.S.A.

UREABOR invites comparison with all other weed killers from any standpoint. What is your gauge of measurement? Is it EFFECTIVENESS? . . . SAFETY? UREABOR is effective and safe in every respect. It is *nonflammable, noncorrosive* to ferrous metals, *nonpoisonous* when used as directed. No product is easier to apply . . . there is nothing to mix; no water to haul. Check all the advantages of UREABOR and you'll agree that it stands alone. Write for literature.

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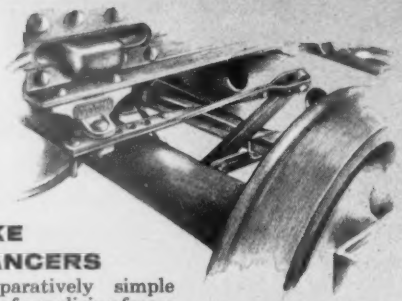
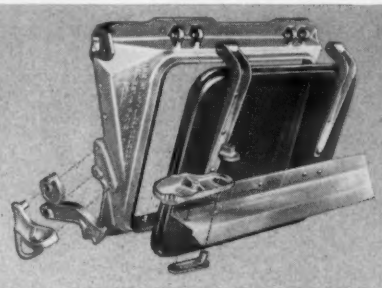
The nation's railroads are noted for many great transportation achievements . . . one of the most important being the efficient handling of the country's heavy bulk freight.

Since 1912, The Wine Railway Appliance Company has designed and manufactured many of the important parts of hopper, gondola, flat and box cars that make this handling function possible, as well as profitable, for the owners and users of the cars. In the years ahead, Wine will continue, through its experience, engineering know-how, and manufacturing skills, to keep pace with the needs of the railway industry.



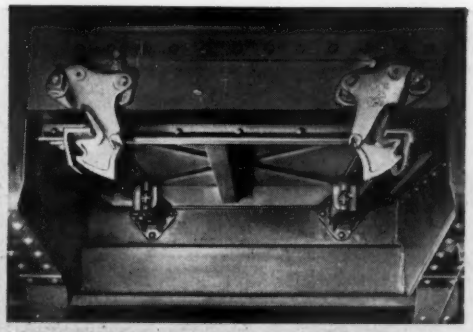
BRAKE BALANCERS

A comparatively simple method of equalizing forces and "balancing" the conventional brake arrangement by replacing the dead lever connection to the truck bolster with the Wine Balancer—connected to the car underframe. A bracket and connector at each end of the center sill flange, engaging the dead lever, balances the brake forces by returning them to the underframe of the car.



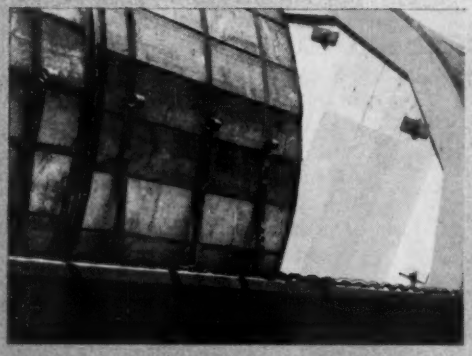
CORRELATED HOPPER UNITS

The one-piece, cast steel frame unitizes each individual hopper into a structurally sound, functional assembly which assures positive door fit. The adjustable locks, cast steel hinges, and symmetrical tapered door flange make possible the *only* adjustable door fit permitting compensation for wear or common irregularities of construction. "Balanced" unloading is assured by dual door operation and a method of controlled flow.



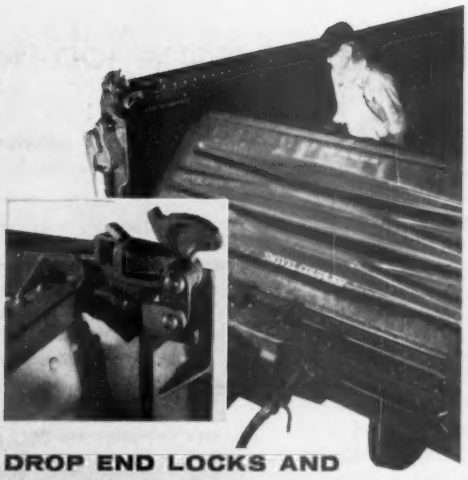
DROP BOTTOM SPRING HINGES AND ADJUSTABLE LOCKS

Drop Bottom Gondolas equipped with these two Wine products provide the shipper and receiver of the lading with a positive closure and afford a fast, economical one-man operation, with selective single or multiple opening of doors.



CONTINUOUS LADING BAND ANCHOR

Wine's continuous offset bar for top-coping applications provides a secure anchor for lading bands every 7½" of its entire length. Permits the use of all types of banding material.



DROP END LOCKS AND END BALANCERS

The *complete* drop end combination from operating and security standpoints! Interlocked corners provide rigidity to keep the sides from spreading under load. The balancer incorporates the hinge function . . . permits a one-man, time and labor saving closure.

UNIVERSAL LADING BAND ANCHORS

Easily applied on all flat cars and gondolas, the Wine Universal Type Anchor features 360° rotation for tie-ins from any direction. Versatility of use permits welding on coping at important locations as well as mounting in the floor. Drop flush when not in use.

ADJUSTABLE HOPPER DOOR LOCKS

The adjustment feature allows compensation for construction differences and readily permits adjustments necessitated by wear. Wine Adjustable Hopper Locks are adaptable to built-up, structural hopper openings as well as cast steel frames.

Current OPERATING DEPARTMENT Questions

What kind of supervisory 'job' training?

Some answers to this question appeared in this space in the October 14 and 28 issues. Here are two more, one from Canada and one from a top officer of an eastern railroad who asks that he not be identified.

Readers will remember that the question was suggested by the remarks of a chief executive who favored so-called "management" training but also favored some sort of job training as well, to make the occupant of the job the best possible trainmaster, for example.—*G.C.R.*

"We have had considerable experience with training courses in both practical railroading and business administration. A study course has been developed for training personnel for promotion to positions of assistant superintendent, superintendent, etc. Carefully selected young men, who have high school education or the equivalent, are relieved of their regular duties and assigned to a training program designed to give them a good working knowledge of the Operation Department. The course is of approximately three years' duration, and involves the following phases:

Step 1—Operating rules

Step 2—Section 1: Duties and responsibilities of trainmaster
Section 2: Duties and responsibilities of assistant superintendent
Section 3: General information

Step 3—Dispatching offices

Step 4—Division engineer

Step 5—Division superintendent

Step 6—Superintendent of transportation

Step 7—Superintendent of motive power and car equipment

Step 8—Terminal superintendent

Step 9—General superintendent of transportation

Step 10—General superintendent

The trainee is furnished with a manual which contains information regarding each of the above steps. During each phase he works with and under the direction of the officer in charge of the office or department concerned. The trainee learns by doing and acquires experience and confidence. Progress reports are submitted by each officer under whom the trainee works. These reports enable us to determine whether or not the men are measuring up to expectations. If progress is unsatisfactory, they are dropped from the training course. To date we have had very satisfactory results, and have greatly improved our position in regard to increasing our inventory of officer material.

"We have a staff training course which deals with business administration. This course is fully described in the September 9 Railway Age."—*S. F. Dingle, Vice-President—Operations, Canadian National.*

[I noticed in the People in the News columns of a recent Railway Age that one of the CNR's operations trainees has been made a division engineer.—*G.C.R.*]

Is "climbing the ladder" the best 'job' training?

"We have had several of our top executives and a number of promising junior officers attend 'management development' programs and we plan to continue to have junior officers participate in this training. Historically we have developed our own officers and based on the caliber of the men we have moving up in the junior ranks, feel that there will be no need to change our policy in the near future. We are firm believers in the theory that a good railroad officer must have the basic knowledge of running a railroad that can only come from experience gained in minor supervisory capacities.

"We are confident that our people have benefited from participating in 'management development' programs, particularly because they all had first hand knowledge of the problems of our industry."

•

If I judge the tenor of the replies correctly, everyone we've quoted is in favor of so-called management training, but thinks job training is necessary, too. Take the reply just above. This road's spokesman seems to feel that in large part you learn about your next job up the ladder through doing your present one. No one of our respondents would quarrel with that concept, I think, as far as it goes. But does it necessarily follow that a good trainmaster automatically makes a good superintendent? I don't think very many people would reply "yes," to that question.

I would guess that in a substantial number of cases where men fail in jobs to which they are promoted they do not know fully what is expected of them. In other words the specifications for the job have not been set up properly. Undoubtedly, many of them forget that they must be mainly responsible for their own development. Several of our respondents have pointed out that a man must help himself. Of course, as a correspondent pointed out in this space in the Oct. 28 issue, top management has to provide the proper "climate" for development, or both company and man may "miss the boat."

Talking of job specifications reminds me that the Canadian National, I know, has done a lot of work in this area. As a matter of fact, this column, February 13, 1956, contained a partial description of the job of assistant superintendent.

This is the last you'll hear on this subject for a while, from me at least. We've run out of answers to this question on supervisory training. I expect to have a quiz on car service rules for you in the not far distant future. Also I have some questions on air brakes and a few other things I hope will be interesting. —*G.C.R.*

CONDUCTED by G. C. RANDALL, district manager, Car Service Division (ret.), Association of American Railroads, this column runs in alternate weekly issues of this paper, and is devoted to authoritative answers to questions on transportation department matters. Questions on subjects concerning other departments will not be considered, unless they have a direct bearing on transportation functions. Readers are invited to submit questions, and, when so inclined, letters agreeing or disagreeing with our answers. Communications should be addressed to Question and Answer Editor, Railway Age, 30 Church Street, New York 7.

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Wherever crane rotation is unusually severe (magnet and bucket operations), an electric rotation unit (optional at extra cost) can be supplied with Industrial Brownhoist Cranes. The savings in maintenance and the greater efficiency plus the elimination of friction clutches offset the cost in a short time. The generator in the electric rotating motor is large enough to supply power for magnet service, and the complete rotation mechanism is easily accessible, being mounted on the top of the rotation bed. Reversing the flow of current through the motor, quickly and smoothly reverses the direction of rotation. • The carbody, trucks, monitor-type cab, and machinery arrangement of I. B. equipment have been equally well engineered. Write for Catalog No. 548 for complete information.

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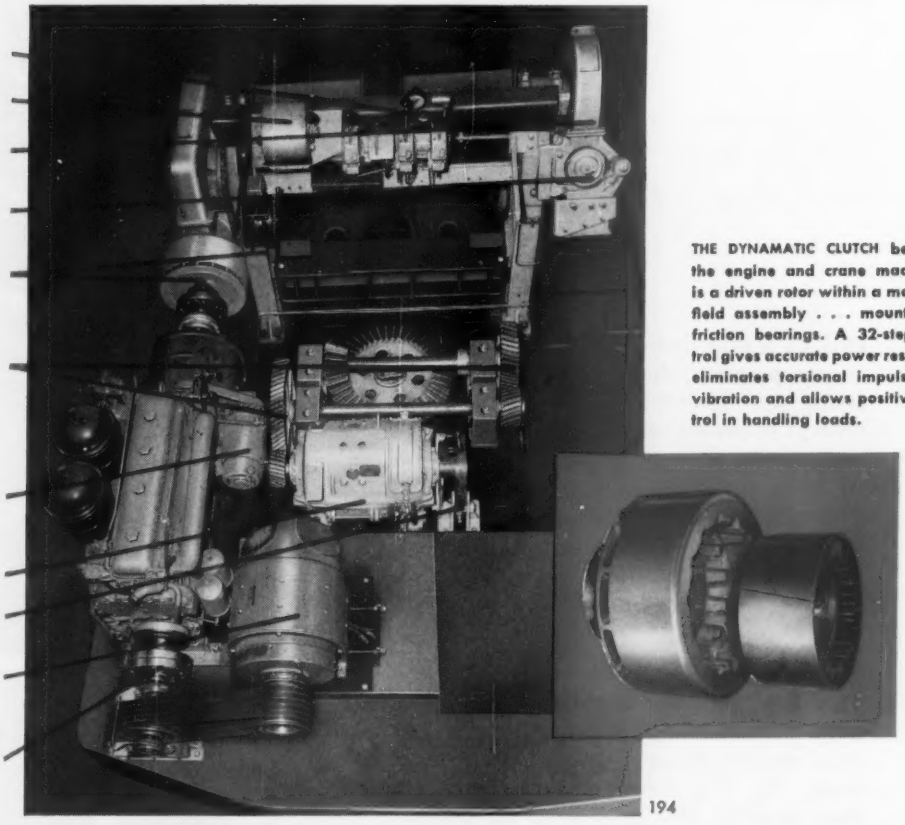

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Due to a 60% increase in the F-M Unit Exchange program, there are O-P engines of every rating and major accessory group ready for prompt shipment on your order.

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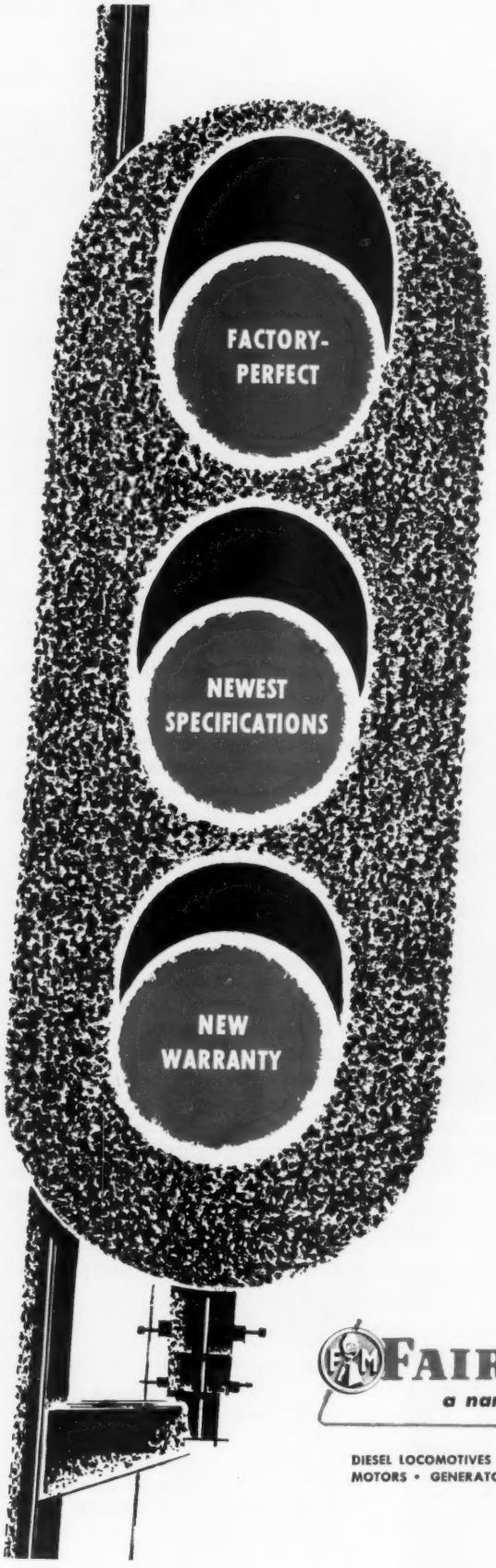

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IT'S SERVICE THE SHIPPER WANTS, SO . . .

RR Trucking Swings Into High

Highway operations, far-ranging and close to home, fill gaps in rail service. Flexibility is the key to growth, with speed and economy welcome byproducts. Motor freight for less-carload, pickup-and-delivery, and over-the-road traffic can enable a railroad to round out a complete transport machine.

RADIO CONTACT adds to mobility of truck operations. Union Pacific has most vehicles in principal cities equipped with two-way radio, plans to complete installations in all PUD units in the coming year.

READY TO ROLL, this fleet of New York Central Transport trucks symbolizes growing attention to use of highway service by many railroads. Modern equipment with high payloads gives them extra mobility.

A big tractor-trailer combine in glistening silver and yellow rolling swiftly into a New York Central LCL depot recently marked a big change in the road's service. Virtually the whole Central system is now paralleled by its own truck routes to provide substitute service. Operating rights were acquired by the Central's subsidiary, New York Central Transport Company, as a means to provide fully coordinated, competitive transportation.

Commenting on the development, NYCT President Leo Mellam says that's the modern transportation system. "If you're doing it like you did it five or ten years ago," he says, "then you're doing it wrong."

So this road joins the Burlington, the Santa Fe, the Rock Island and many others offering a streamlined freight service poised at cutting a bigger slice of the tonnage pie.

Different railroads, however, present quite different pictures when it comes to trucking. On the one hand would be such a set-up as the Northern Pacific's NP Transport Company which ran up a total of 5,690,000 operating miles last year. It anticipates operating revenues for 1957 close to $3.5 million.

On the other hand would be numerous roads which use trucks—sometimes through contracts with common carrier truckers—only for less-carload and pick-up-and-delivery service.

Then there is the method of the Pennsylvania, which operates almost a million miles a month in LCL, PUD, and substituted service through subsidiaries.

Generally, the biggest truck operations are in the West, as with the Southern Pacific's Pacific Motor Transport with over 5,000 truck units and more than 20,000 miles of highway routes.

OVER THE ROAD service supplements railroad box car fleets.

Biggest trucker of all in the railroad field probably is the Railway Express Agency which has for the past several years been embarked on an extensive and comprehensive program of modernizing its huge fleet. REA has experimented, and is continuing to do so, with a great variety of equipment to facilitate loading and unloading, movement through crowded city streets, and handling in terminals.

Since mid-1955, and including plans for the rest of this year, REA has undertaken to spend about $26,139,000 for some 6,800 vehicle units including trucks of various sizes, tractors and trailers.

Whenever the subject of truck use by the railroads is broached nowadays the conversation can be expected to go off immediately into piggyback or the attitude of many truckers in opposition to the development.

Before the Supreme Court right now is the Rock Island Motor Transit case growing out of the ICC's authorization to this company to provide highway service between Omaha and Chicago, generally, without the usual key points or supplementary service restrictions.

Concurrently, the American Trucking Associations, appellant in the Supreme Court case, is protesting an alleged attempt by the railroads to "penetrate" highway transportation. The trucking industry, to judge from statements made at the recent ATA convention and since, intends to keep for itself the business it has built up, for the most part, in the last quarter-century.

Trucking is not nearly so much the small, family enterprise it was in its early years. The modernization and expansion of the national highway system and the development of highly efficient transportation techniques have snowballed the truckers out of the "local garage."

High costs keep most truckers from earning substantial profits but there's been a noticeable trend of late to mergers and absorptions to improve the financial structure of the highway operators. With the mergers, it is reported, truckers have found the answer to the need for working capital while some—though still few—have turned to public financing.

Piggybacking has probably done more to call attention to the railroads' use of the highways than any other development. Proponents claim it has given the railroads the mobility they lacked and are convinced it not only is winning brand new business for the railroads but has tremendous potentials.

(*Continued on page 45*)

TRUCK LEASES TEMPT BUT RAILROADS MOSTLY LIKE TO ROLL THEIR OWN

Without getting into specific cost details, a Railway Age editor put himself on the "receiving end" of a truck rental sales talk. "Why should I lease and have to pay the rental company's profit?" he asked.

One: If you lease you eliminate the need for a big capital outlay.

Two: If you lease, you escape maintenance, insurance and repair problems.

Three: If you lease, you never have to worry about finding an extra truck for peak traffic periods. Conversely, you don't have to keep a number of stand-by vehicles idle during normal business times.

The rental company's profit, the spokesman went on, is made on the volume of business it does; it's a cost factor which doesn't add up to the overhead you have to meet if you own and run your own gear.

"Besides, why do you want to get involved in truck problems? You're in the railroad business."

To all of which the answer in the railroad industry to date seems to be leasing has its advantages under certain circumstances—in piggyback for example, where the trailer supply is not always dependable. Also, some roads find it beneficial to rent non-freight vehicles.

The Pennsylvania, for one, rents much of its highway equipment—but from a wholly owned subsidiary with which it has common interests.

Burlington Truck Lines reports it leases "only when it does not have a sufficient supply of particular types of equipment to meet current needs." From the Western Pacific comes word that "studies have consistently indicated that in the long-term and in the overall viewpoint, it is cheaper to purchase than to lease."

Does this make sense? A 30-minute walk for a 30-second phone call?

Phones where you need 'em!

. . . a major consideration in modernizing your communications for PROFIT

The telephone is the workhorse of your communications system. When phones are where you need them—rolling stock *rolls*, customer problems are ironed out fast, trouble is reported quickly—operating costs go down!

With a private, company-owned dial telephone system, every key employee can dial direct to any point on the line . . . anytime. No frustrating "priorities" . . . no toll charges . . . no rental . . . no "long-distance" walking or waiting. Vital phone calls are *made*—not postponed or forgotten.

Your own Communications Superintendent is thoroughly aware of the importance of adequate communications in cutting operating costs. We will be happy to work with him and your management in modernizing your present telephone network, using wires you already own. We've done this for many railroads!

May we send you more information?

The story of how a major road cuts costs drastically with a modernized communications network is told in an interesting illustrated brochure. For your copy of Circular #1763, write or call Automatic Electric Sales Corporation, Northlake, Illinois. In Canada: *Automatic Electric Sales (Canada) Ltd., Toronto.* Offices in principal *cities.*

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Today, the rails of this country are pointed at the gateways which lead to international markets all over the world.

Meeting the challenge of American Industry, Railway Express has instituted its new *World Thruway* service. With affiliations in the major countries of the world, Railway Express now provides a single carrier, through bill of lading service to most destinations throughout the free world, assuring top performance in speed, dependability and economy to all shippers of import and export . . . both here and abroad.

Now Railway Express brings the railroads of this country together into a single overseas transportation service—moving toward great new traffic potentials.

It's all part of the moving picture—leading Railway Express and the railroads of this country to bright new horizons.

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Use A.A.R. STANDARD TYPE H

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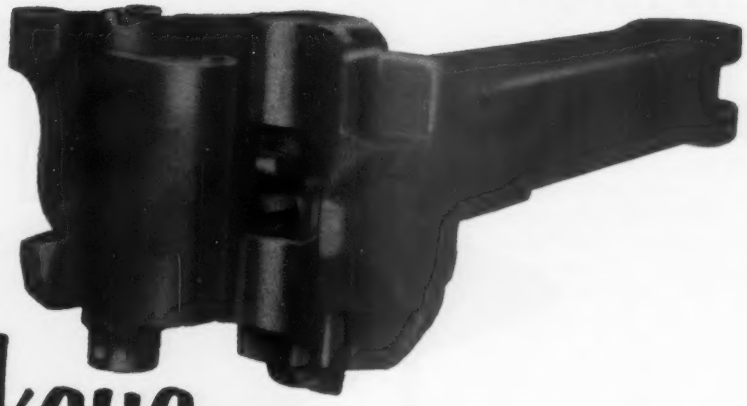

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with two GM Diesel-powered Tie Tampers

The C&O Railroad started using GM Detroit Diesel power in maintenance-of-way equipment in 1947. First engine was in a ditcher. Today the railroad has 28 of these fast-stepping 2-cycle Diesels powering a crane, ditchers, tampers, ballast distributors, dozers, carry-all scrapers and air compressors.

Shown here are two Matisa Tie Tampers, each propelled by a GM "4-71" Diesel which also drives equipment-mounted Ingersoll-Rand compressor to operate tampers. Following ballast distributors to compress ballast under ties for a solid road bed, these two units working together cover up to 3500 feet of road bed in six hours.

The versatile GM Series 71 Diesel offers the same unique features of standardization and parts interchangeability as the "567" locomotive engine. One cylinder assembly fits all units from 2 to 24 cylinders—a single inventory of basic parts protects all engines from 30 to 893 h.p. GM Diesel power is the choice of leading railroads in both on- and off-track equipment because *it does more work at less cost!* Get full details from your GM Detroit Diesel distributor, or write us.

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GM "4-71" Diesels provide power for propulsion and operation of Ingersoll-Rand compressors on Matisa Tie Tampers used by C&O Railroad.

PIGGYBACK is a growing part of railroads' highway operations, as witness the recent entry of Canadian Pacific into common carrier TOFC service (right). Tiedown problems have been solved by several devices like ACF "mast" (above) but standardization has been recommended.

(*Continued from page 39*)

"Less than 2 per cent of our piggyback business is traffic that was diverted from box cars," a spokesman for a major eastern road reported recently. The rest, he said, is freight that has been won from the truckers.

The potential of the service is indicated by the initial investments many carriers have tied up in it. Not least among these is the New York Central with its "Flexivan"; while the Boston & Maine single-tracked the Hoosac Tunnel and raised the clearance of 30-odd bridges to provide enough clearance for piggyback.

Still holding out, however, is the Southern.

A statement in the October issue of that system's magazine "Ties," said in part that "until piggyback shows promise of putting something in the piggy-bank, Southern is not interested. When [it] gives some evidence of adding to net income, Southern will be in the piggyback business in a hurry."

The comment indicated that some reports on TOFC weren't all bright and that more-or-less local conditions and traffic patterns are factors to be considered. It concluded that the Southern is keeping an open mind on the subject.

Shrinking passenger service on many railroads has complicated the job of handling head-end and mail traffic, areas in which trucks can be used under some circumstances with great efficiency. This is one area in which the New York Central has plans for expanded use of its highway vehicles.

Substituted motor carrier service can enable a road to eliminate some of the passenger trains it runs at a loss and so provide an opportunity to net more out of express or mail service. At the same time, efficient use of the service puts the road in a stronger competitive position when economy-minded postal officials start looking about for cheaper ways to move the mails.

Branch-line service and traffic to way stations on main lines are other areas in which highway service is seen to offer good possibilities for the railroads. The "peddler" car, already eliminated on some roads, is certainly obsolete in much of the industry with develoment of efficient supplementary motor service.

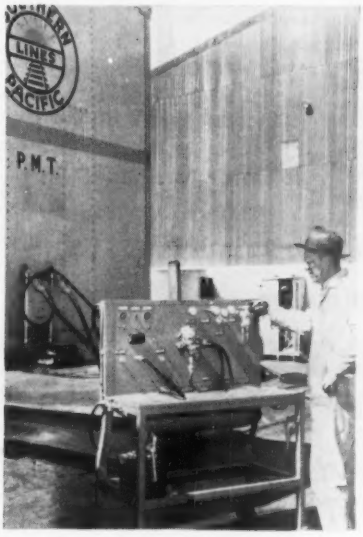
With all the advantages of highway service, though, the use of trucks by railroads presents new difficulties for them. Maintenance of truck equipment is one of the problems encountered. It's handled differently by different railroads, some feeling they aren't equipped to take care of anything but railroad repairs. Such roads establish contracts with companies set up to do maintenance and repair work, others have the work done in railroad shops or, usually where the truck operations are performed by a subsidiary trucker, in fully equipped truck maintenance facilities.

Some roads feel that their limited number of trucking units wouldn't justify the capital investment in separate maintenance facilities, the Milwaukee and the Western Pacific being among these.

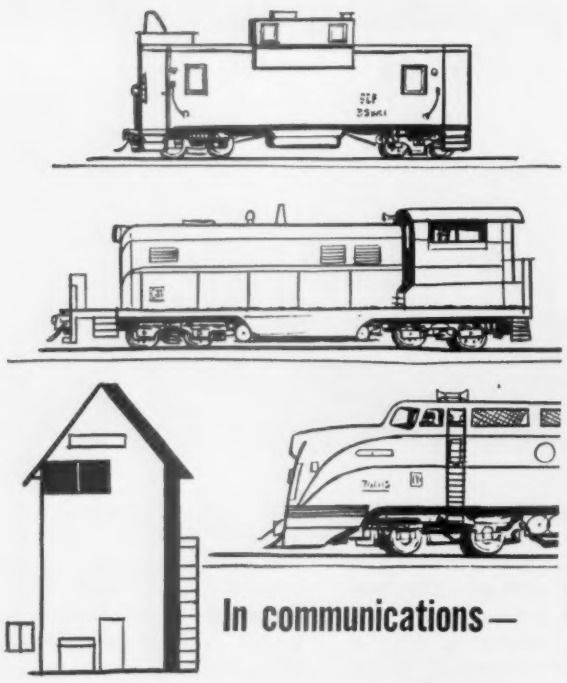
Extensive repair facilities are set up on numerous other roads through their truck subsidiaries. Burlington Truck Lines re-

(*Continued on page 50*)

MAINTENANCE KEEPS PMT FLEET RUNNING



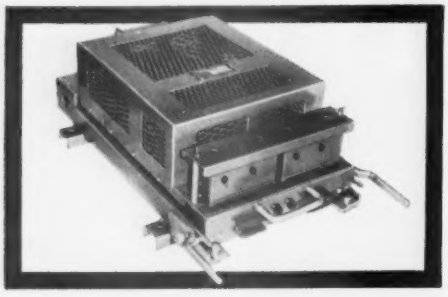
GARAGE WORK becomes increasingly important as railroad truck operations grow. Southern Pacific's Pacific Motor Trucking is big enough to have its own facilities, emphasizes preventive checkups. At left, brakes and lights on trailer are tested; at right, wheel adjustment is made.



In communications—

Only independent AC power will let you standardize

Here's why: Cornell-Dubilier Inverters provide dependable 110-volt, 60-cycle power *wherever needed*, so that identical, low-cost, lightweight, AC-operated communications equipment may be used throughout the system . . . in yards, at wayside stations, on switchers, cabooses and engines. You get economical conversion to AC from any 12V., 32V., 64V., or 120V. D-C source! For complete technical data or engineering consultation, write Cornell-Dubilier Electric Corporation, Department RA-117, 2900 Columbia Avenue, Indianapolis, Indiana.

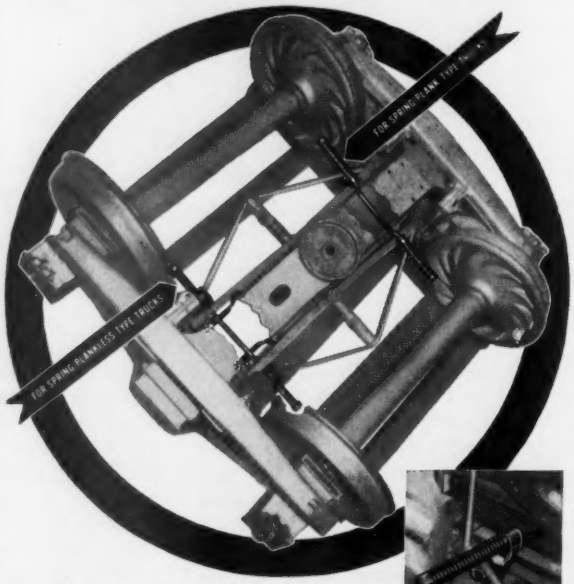


CORNELL-DUBILIER

VIBRATOR INVERTER

The railroad-proven radio power supply first choice of experienced railroad men.

THE IMPROVED GRIPCO BRAKE BEAM SAFETY SUPPORT



SPRING-PLANK TYPE

SPRING-PLANKLESS TYPE
(Safety Loops Included)

The Gripco Brake Beam Safety Support provides the greatest safety at lowest cost. Its dependability has been proven over years of actual service. Gripco Safety Supports are low in original cost, low in application cost and low in maintenance cost, even after years of service.

ENGINEERING IMPROVEMENTS

1. One design fits both 5'-6" and 5'-8" wheel base trucks.
2. One rod length and one spring length. One interchangeable casting fits both spring plank and spring plankless trucks.
3. Ideal for interchange repairs. New design permits easy and fast applications under all conditions. Nuts need not be removed to apply or remove the support.

OUTSTANDING FEATURES

1. An inexpensive trouble-free support for Rebuilt Car Programs.
2. Designed for spring plank and spring plankless trucks. Spring plankless trucks require safety loops which can be bolted, riveted or welded to the bolster.
3. Supports the brake beam in the event of brake beam or hanger failure.
4. Holds brake beam in horizontal position.
5. Holds brake shoe in proper position in relation to the periphery of the wheel.
6. The brake release feature pulls brake shoes away from wheel contact instantly when brakes are released.
7. Prevents unnecessary wheel and shoe wear caused by dragging brake shoes.
8. GRIPCO supports can be removed and reapplied without removing nuts; therefore nuts are furnished in proper position.
9. Brake beams, rods, and levers are held in position under spring tension thus reducing false movements, chattering and wear of hangers, hanger pins and brake heads.
10. Can replace as a billable repair any support except A.A.R. recommended practice (angle-riveted and welded).

A.A.R. APPROVED—PATENTED AND PATENTS PENDING

OTHER GRIP NUT PRODUCTS AD NO. 110

Grip Lock Nut #1 | Grip Holding Nut #2 | Railroad Gripco Lock Nut #3

GRIP NUT COMPANY

Serving American Railroads Since 1904

104 BROAD ST., • SOUTH WHITLEY, IND.

More and more Trailmobiles ride piggy-back

The trailers pictured here are Trailmobile I.P. (Integral Post) trailers—unusually rugged performers that are fast gaining favor for piggy-back service.

The "I.P." offers high capacity in a strong corrugated steel design that will maintain its good appearance over years and years of rigorous service.

It is low in first cost—inexpensive to maintain. And it's just one of many designs available to you through Trailmobile's exclusive CID* concept that lets *you* design trailers to meet *your* exact needs.

Let us show you why Trailmobile trailers are a sound investment for piggy-back service.

TR-636

*Customer Individualized Design

TRAILMOBILE INC.
31st and Robertson, Cincinnati 9, Ohio
Sales and Service from Coast to Coast
SUBSIDIARY OF PULLMAN INCORPORATED

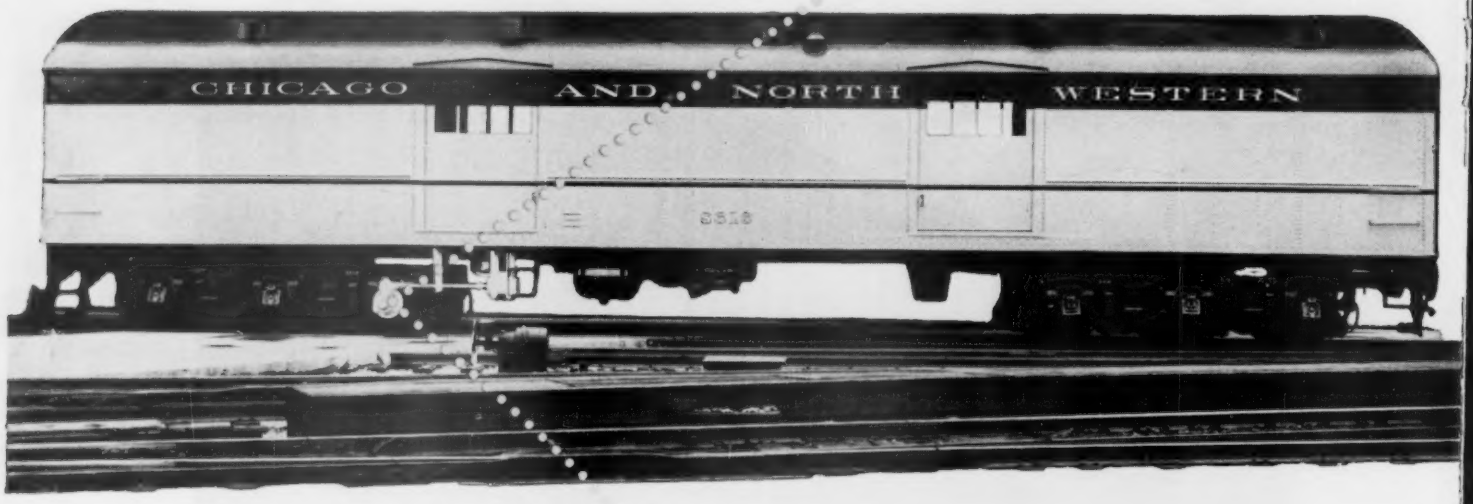
☐ please send me more information on Trailmobile trailers
☐ please have a special Fleet representative call

name_____
company_____
address_____
city_____ state_____

Chicago and Northwestern uses the Spicer Model 2½ to 5KW

POSITIVE GENERATOR DRIVE

CHICAGO AND NORTH WESTERN RAILWAY



. . . . the smallest, lightest and lowest-priced positive drive for railway generators!

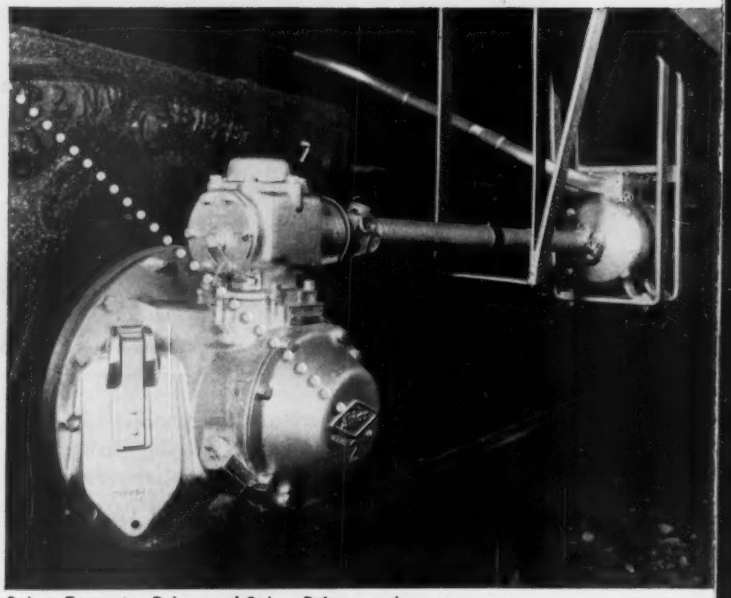
The Model 2 and Model 2-1 Spicer End-of-Axle Drives have been developed for generators up to 5 KW capacity on caboose, cabin, mail, baggage and refrigerator cars.

These drives can be installed either horizontally or vertically, especially meeting the requirements of cabooses and head end cars where minimum maintenance and low operating costs are imperative.

The Model 2 is used on all axles with friction bearings, and on roller bearings where it is not permissable to go through the bearing end cap. It is available for all horizontal and vertical applications in ratios of 1.76 to 1; 2.47 to 1; 3.70 to 1; 5.28 to 1; and 7.55 to 1 (this ratio not available for vertical application).

Model 2-1 is used on roller bearing axles where it is permissable to go through the bearing end cap. It is available in ratios of 1.76 to 1; 2.47 to 1; 3.70 to 1; and 5.28 to 1. Both models are self-contained units employing spiral bevel gears with all wearing parts running in a constant bath of oil.

Ask Dana engineers to help adapt the Spicer Generator Drive to your particular new and old car requirements.



Spicer Generator Drives and Spicer Drives are in use on over 14,000 cars for over 80 railways.

DANA

Spicer

DANA CORPORATION • Toledo 1, Ohio

DANA PRODUCTS Serve Many Fields:

AUTOMOTIVE: Transmissions, Universal Joints, Propeller Shafts, Axles, Powr-Lok Differentials, Torque Converters, Gear Boxes, Power Take-Offs, Power Take-Off Joints, Clutches, Frames, Forgings, Stampings.

INDUSTRIAL VEHICLES AND EQUIPMENT: Transmissions, Universal Joints, Propeller Shafts, Axles, Gear Boxes, Clutches, Forgings, Stampings.

AVIATION: Universal Joints, Propeller Shafts, Axles, Gears, Forgings, Stampings.

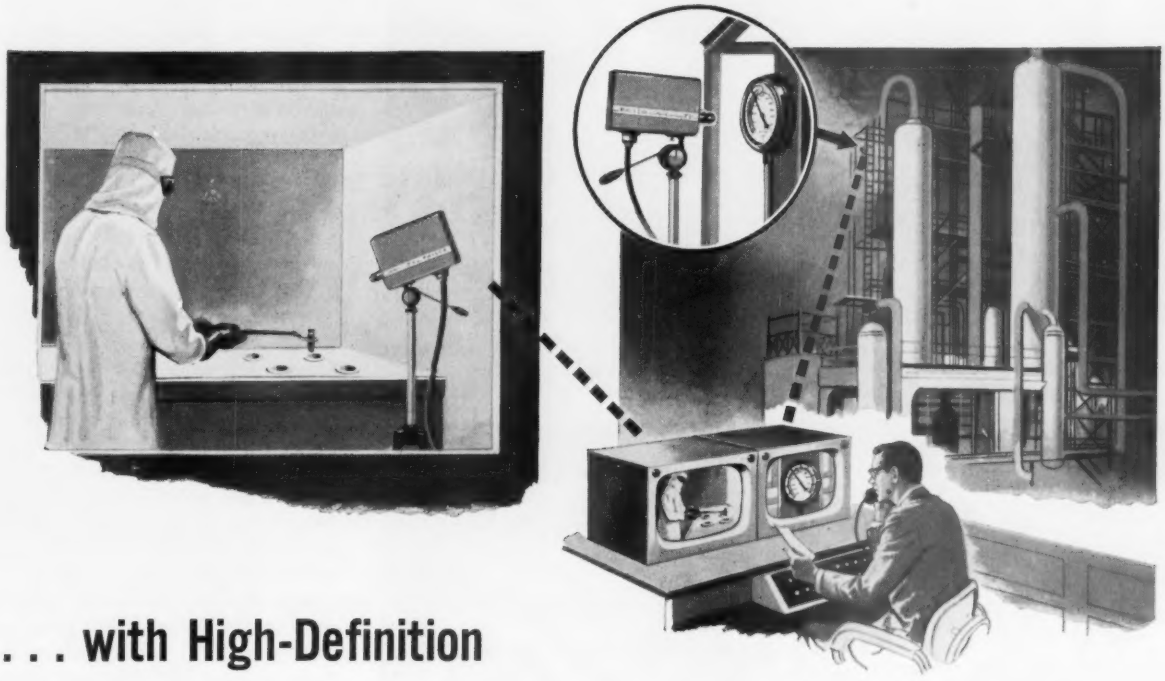
RAILROAD: Transmissions, Universal Joints, Propeller Shafts, Generator Drives, Rail Car Drives, Pressed Steel Parts Traction Motor Drives, Forgings, Stampings.

AGRICULTURE: Universal Joints, Propeller Shafts, Axles, Power Take-Offs, Power Take-Off Joints, Clutches, Forgings, Stampings.

MARINE: Universal Joints, Propeller Shafts, Gear Boxes, Forgings, Stampings.

Many of these products manufactured in Canada by Hayes Steel Products Limited, Merritton, Ontario

View remote or hazardous areas with *SAFETY and ECONOMY*



. . . with High-Definition

PHILCO *Industrial TV*

See where *you* can't be—Now you can maintain constant watch on as many different critical locations as necessary . . . inconvenient gauges and operations, hazards . . . all from one convenient, central control point.

Philco's picture brilliance and accuracy of detail are unsurpassed. Details are sharp and clear. You can actually read gauges and dials at light levels as low as 10 foot candles.

Philco's complete line of ITV accessories extends the use of your basic system and permits maximum flexibility. Remote pan and tilt . . . remote iris and focus . . . Auto-Zoom lenses . . . lens turrets . . . weatherproof housings . . . explosion resistant housings . . . all assure complete versatility and adaptability to any installation through Philco's "building block" techniques.

Your Philco ITV installation gives guaranteed performance because it is a *systems designed* installation . . . "custom-made" by our highly skilled systems engineering group to suit your specific requirements. And, Philco Industrial TV requires very little power . . . total power consumption for an entire system is actually lower than that required to operate a household iron.

For economical and efficient remote visual control . . . specify Philco ITV.

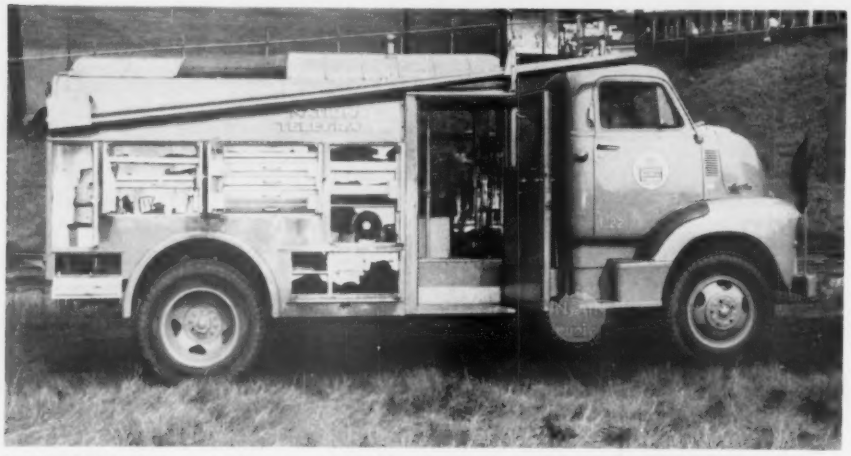
Send for illustrated brochure, describing complete Philco ITV equipment and systems.

At Philco, opportunities are unlimited in electronic and mechanical research and engineering.

PHILCO® Government and Industrial Division, Philadelphia 44, Pennsylvania

In Canada: Philco Corporation of Canada Limited, Don Mills, Ontario

MAIL SERVICE can be expedited with trucks as above, highway units supporting regular rail operations or, in some instances, working independently of trains.



NON-REVENUE work done by trucks is also on increase, particularly in maintenance work. Specially outfitted vehicles like this line repair unit have growing role.

INNOVATIONS in service and equipment have marked Railway Express operations in recent years. Lightweight trailers for bigger loads, faster unloading devices, wide-vision vans like this one are typical.

(Continued from page 45)

ports that it has an investment of some $800,000 in garage-repair facilities and truck terminals and equipment. With an investment of over $9 million in vehicles, this company feels its own maintenance facilities are preferable.

Northern Pacific Transport contracts work out only where it's necessary, finding its own forces do better maintenance work and do it cheaper. This railroad-truck line has garages at seven key terminals.

NPT, like a few other companies, also has "considerable" passenger authority serving branch lines in lieu of rail transportation and some interburban routes not connected with rail operations.

The mobility of a vehicle that doesn't have to be run on rails makes the truck a valuable tool for railroad maintenance forces. Constantly seeking ways to cut costs without impairing the efficiency of their programs, roadway maintenance and signal departments can dispatch and deploy their labor forces faster and cheaper than before, while graded surfaces paralleling trackage permit still greater use of mobile machinery with its inherent labor-saving economies.

A proponent of leasing equipment is the Illinois Central which rents some 97 tractors and 191 semi-trailers in its combined highway and piggyback services. In addition to being relieved of maintenance problems through leasing, the IC reports, it does not have to "tie up large sums of money" invested in trucks.

Gulf Transport, trucking arm of the Gulf, Mobile & Ohio, has 126 trucks in its "stable," including 40 tractors, 26 flats, 27 single-axle vans, and 28 tandem vans.

Northern Pacific Transport estimates a total depreciated value of $2,500,000 for its fleet: 83 trucks, 79 tractors, and 245 semi-trailers. NPTC ran up 5,690,000 operating miles last year over its 2,054 miles of route—at a payroll cost of about $1,750,000.

Union Pacific Motor Freight has a total of 148 tractors, 35 trucks, and 408 semi-trailers in its line-haul, PUD and Trailer-Freight services—an investment of about $2,000,000. Personnel employed in the operation breaks down to 27 supervisory and clerical, 197 drivers—drawing pay of over $1,100,000. Growing, UPMF operates 2,500,000 miles a year in line-haul service.

In the Midwest, Burlington Truck Lines has over 1,600 truck units operating almost 6,000 route miles. Last year's operating revenues were $11,454,535 produced by 93,320,159 revenue ton-miles.

With 24 tractors and 48 semi-trailers, Milwaukee Motor Transportation Company serves 1,710 route miles. Last year it operated 605,991 miles and handled 1,469,381 ton-miles.

E. T. Reidy, *Vice-President and General Manager,* **CHICAGO GREAT WESTERN RAILWAY** says, "The trucks have already resulted in considerable economy in clearing small derailments."

Chicago **GREAT WESTERN** Railway

gets "efficiency and economy of railroad operation" with

WAUKESHA *Diesel* powered

CLINE WRECKING TRUCKS

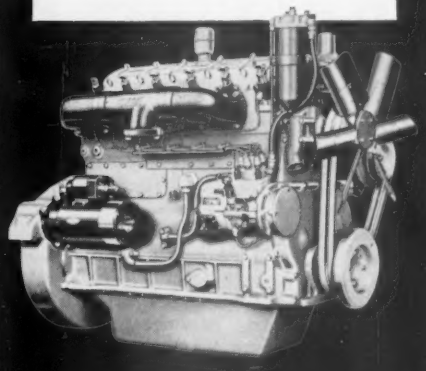
"The Chicago Great Western is highly pleased with the performance of the three Cline trucks which we have recently placed in operation," says the Vice-President and General Manager, Mr. E. T. Reidy.

"The trucks are an extremely versatile unit*** With us, they have already proved to be an essential tool of operation. We have been much impressed with their ability to handle empties and light loads which have been derailed.

"Today, when every emphasis is being placed upon efficiency and economy of railroad operation, we are convinced that your truck is a valuable tool in reaching this objective." These trucks are made by Cline Truck Co., Kansas City, Mo.

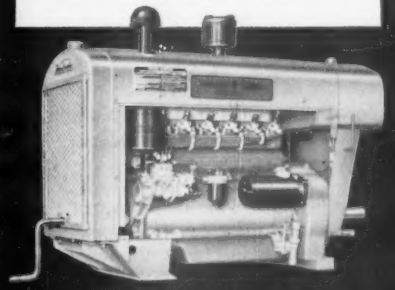
POWERS TRUCK AND CRANE

135-DKB Diesel—4¼-in. bore x 5-in. stroke, 426 cu. in. displacement, with counterbalanced crankshaft. **Get Bulletin 1573.**



POWERS THE COMPRESSOR

195-DLCU Diesel (mounted on rear of cab)—4-in. bore x 4-in. stroke, 302 cu. in. displacement. **Get Bulletin 1625.**



WAUKESHA MOTOR COMPANY, WAUKESHA, WISCONSIN

RAILWAY DIVISION .....

355

'Let's Break Through Tradition'

The railroad industry's greatest threat can be "adherence to traditional ways of doing things just because they've always been done that way."

"In the situation our industry finds itself, our very salvation depends on how objectively we can assess the value of the things we are doing, how realistically we can foresee the opportunities that will be open to us tomorrow, and how soundly we can plan for what lies ahead and adapt our operations accordingly."

The speaker was B. F. Biaggini, Southern Pacific vice-president; his topic, "The Forward Look in Railroading"; his audience, the golden anniversary meeting of the Treasury Division, AAR, at Phoenix, Ariz.

The field for advance planning, Mr. Biaggini said, is broad:

- Development of tomorrow's leadership in the industry—"What are we doing to identify early in their careers the young people within our ranks who have outstanding potential? What are we doing to train and develop them as rapidly as possible so that they can bring youthful enthusiasm, energy and flexibility into levels of our business where policy is made?"
- "I feel sure that there is much we could contribute, in the public interest and in keeping the whole transportation industry sound, if we were permitted to engage more freely in other forms of transportation. We already have the know-how and the organization to provide a complete transportation service for our customers. It makes good sense for everyone that we should be permitted to do so."
- Research and cost accounting studies —"We simply must develop in advance the clearest picture we can as to whether a new service or a new piece of equipment or a new facility will justify itself. By the same token, we must be ever alert to curtail or eliminate any phase of our service which, because of changing customer needs, no longer performs a useful function, and which can seriously affect our ability to move out in more useful and profitable directions."
- Better public relations—"We should plan ahead, too, for bettering the regard in which the public holds us. I think it is unfortunate that the general public has probably been made more aware, over the past many years, of our various problems than of the positive steps we have taken to move ahead despite the outmoded restrictions and regulations with which we are burdened. There is real danger in getting ourselves identified as the perennial underdog. There is a real threat that we can get ourselves so firmly placed in that category that people will begin to accept it as our unfortunate, but chronic condition. Let's make sure we don't talk the public into burying us while we're still kicking."
- Community planning, particularly regarding industrial development, grade separation projects and rail terminal location—"We railroaders have the experience to be the real help. Beyond this, we have a very real interest, both from a financial standpoint and because we are good community citizens, in helping to find the best solution to these problems. Where this is made clear to community leaders, our interest and assistance is always being welcomed."

The main point, Mr. Biaggini concluded, is that the "challenges we face are also our greatest opportunities. . . The opportunities for our industry to grow in importance and to prosper are available to us exactly in proportion to the ingenuity we show, how flexible is our thinking, and how well we assess and prepare ourselves for the times ahead. I feel sure these challenges will be capably met."

Railroading After Hours with Jim Lynch

"HERE COMES THE TUNNEL"—Editor Bill Gorman of the PRR Mutual Magazine tells me that, on the LV back in the soft coal days, trainmen went through trains asking passengers to close car windows on approaching Pattenburg tunnel—to avoid the risk of suffocation. A Pennsylvania Dutch conductor worded his request like this: "Please shut down der vinders, here comes der tunnel."

At another time on the same railroad there was an investigation in the superintendent's office of a minor yard accident—resulting from failure of a yard brakeman to obey his conductor's instructions, to ride a car on the fly and apply the hand brakes. The conductor was asked if he gave his instructions in English. "Nein," he replied, "in Dutch."

Bill says "country Dutch" is easy to pick up—that his father, of Irish descent, had mastered it; and that he was accosted by a colored shoe shine boy at Lehighton, Pa., station with: "Shine der shoes up goot, yah."

FIRST RED CAPS—Talking about the Lehigh Valley reminds me that Purchasing Agent Frank Murray of that road asked me the other day if I knew where the redcap service was instituted, and why the choice of the red caps. Does anybody have the answer?

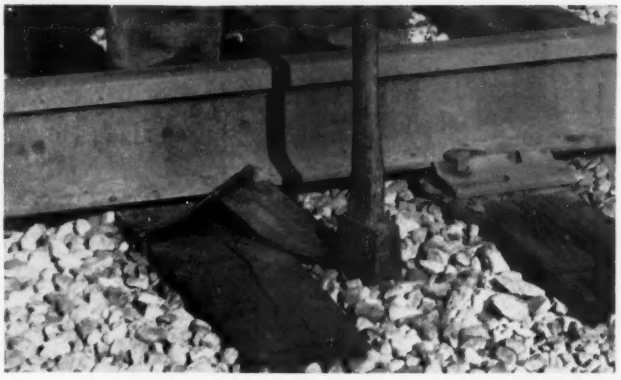
I note that the airlines—just to be different—are calling their station porters "sky caps." And, speaking of airline baggage handling calls to mind that Art Heimbach of GRS, and Mrs. Heimbach, attended the Pan American Railway Congress in Buenos Aires recently without the benefit of any baggage whatsoever. The airline neglected to send it along.

Apparently what happened was that the baggage clerk, being busy when the Heimbachs checked in, just laid their baggage checks on the bags—not attaching them. The checks were knocked off and so nothing was done toward forwarding the bags. The airlines' speed certainly gives them an advantage that enables them to get away with a lot of short cuts in other aspects of their service.

OVERPASS SALES MESSAGE—Bill Deaton of the EJ&E tells me that his company is going ahead with its program of putting some such slogan as: "Keep Highways Clear—Put Freight Up Here" on all their highway overpasses. And I now have a letter from H. R. Hauptmann, public relations officer of the Victorian Railways in Australia. He encloses a picture, showing a railway viaduct with the slogan: "Save parking fees. Travel by train." Mr. Hauptmann says that most of the busy overpasses on the Victorian Railways carry commercial advertising.

TRANSPORTATION FACT-FINDER—Donald E. Church, chief, transportation division of the Census Bureau, has received a merit award from the Washington Chapter of the American Marketing Association for his highly revelatory study on the transportation of canned goods—discussed in our May 27 issue.

Nobody knows how much transportation is being done in this country—because reliable figures for highway movement are not available. Doc Church at the Census Bureau is doing his best to remedy this deficiency and I'm glad to note that shippers are showing signs of realizing its value to them.



Proof of the Seal

This Bird Self-Sealing Tie Pad is removed for inspection after 5 years of service. Because of its tenacious seal, the pad had to be pried from the tie with an adze. Bird Self-Sealing Tie Pads maintain dimensional stability . . . cannot stretch or compress . . . provide a *constant unbroken seal.*

Proof of the Protection

Unretouched photograph of cross section of tie shows underplate area, including spike holes, after 10 years' protection by Bird Self-Sealing Tie Pad. There is no trace of the destructive effects of moisture and abrasion in these vulnerable areas. *Moisture and abrasive materials could not penetrate the seal.*

Effective Tie Pad Performance Depends on the Seal...

and you get Proof of the Seal with BIRD Self-Sealing Tie Pads

The performance of tie pads depends on the permanent and effective seal between the pad and the tie. Any tie pad that is not securely sealed to the tie simply provides a shelter for accumulated moisture and abrasive materials. These destructive agents cause the breakdown of the supporting power of the tie under the plate and the holding power of the spike wood.

Bird Self-Sealing Tie Pads are the *only* tie pads whose durable and effective seal with the tie has been proved through years of in-track service. Actual in-track installation also proves that Bird Self-Sealing Tie Pads increase tie life sufficiently to pay the cost of tie pads many times over. These savings represent a substantial reduction in track maintenance costs.

In your '58 budget plans, be sure to allow for Bird Self-Sealing Tie Pads. For an interesting booklet giving facts and figures on dollar savings, write to Bird Tie Pads, East Walpole, Massachusetts, Department HRA

Bird Self-Sealing Tie Pads Are Recommended For:

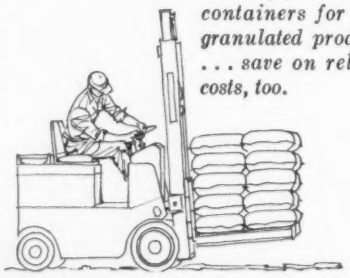
Bridge Decks • Curves • Switch Timbers
Highway Grade Crossings and Other
Paved Areas • Crossing Frogs
Insulated Joints • With Smaller Tie Plates
Pile Cutoffs • Through Station Platforms
Out-of-Face Installations in Rail-Laying
Programs • Sandy Locations
All other locations where tie life is
short or replacement costs are high.

Buy the Best... BIRD & SON, inc. Established 1795 *Buy BIRD*

BAKELITE® FINDS BULK-SHIPPING BY AIRSLIDE CARS PAYS OFF

ORDERS 25 ADDITIONAL CARS!

OLD METHOD *Airslide Cars eliminate bags, drums and containers for dry, granulated products . . . save on related costs, too.*



NEW COST-SAVING METHOD *35-40 tons of Vinyl Resin at one time in contamination-free Airslide Car.*

UNION CARBIDE'S BAKELITE DIVISION has been making interplant bulk shipments in hopper cars for several years, and in 1955 supplemented the movement with fifteen 3600 cubic foot capacity Airslide® Cars. Bulk shipments of vinyl resins, particularly in Airslide Cars, provide savings and, equally or more important, their experience proved Airslide Cars deliver products free of contamination. That is why Bakelite, just one year later, ordered 25 additional Airslide Cars from General American Transportation Corporation to augment the cars presently in use.

You, too, like scores of producers of dry, granular products, can benefit with General American's Airslide Cars—"bulk ship" in complete confidence in contamination-free Airslide Cars—save on bags, drums or similar costly containers. You'll find . . . *it pays to plan with General American.*

AIRSLIDE GENERAL AMERICAN TRADE MARK

GENERAL AMERICAN TRANSPORTATION CORPORATION
135 South La Salle Street • Chicago 90, Illinois
Plants and offices in principal cities

MARKET OUTLOOK *at a glance*

Loadings Rise 1.5% Above Previous Week's

Loadings of revenue freight in the week ended November 2 totaled 713,994 cars, the Association of American Railroads announced on November 7. This was an increase of 10,306 cars, or 1.5%, compared with the previous week; a decrease of 86,373 or 10.8%, compared with the corresponding week last year; and a decrease of 90,267 cars, or 11.2%, compared with the equivalent 1955 week.

Loadings of revenue freight for the week ended October 26 totaled 703,688 cars; the summary, compiled by the Car Service Division, AAR, follows:

REVENUE FREIGHT CAR LOADINGS
For the week ended Saturday, October 26

District	1957	1956	1955
Eastern	160,300	129,738	135,055
Allegheny	132,623	156,550	152,782
Pocahontas	61,536	65,607	65,369
Southern	122,076	132,206	133,891
Northwestern	106,273	136,842	135,313
Central Western	125,033	135,990	143,543
Southwestern	49,847	59,870	63,695
Total Western Districts	281,153	332,702	342,551
Total All Roads	703,688	816,803	829,648
Commodities:			
Grain and grain products	46,217	56,363	59,987
Livestock	12,397	13,870	14,680
Coal	134,417	146,507	137,581
Coke	9,599	12,429	13,076
Forest Products	37,674	44,219	47,500
Ore	62,923	87,708	76,929
Merchandise l.c.l.	53,600	62,032	64,841
Miscellaneous	346,861	393,675	415,054
October 26	703,688	816,803	829,648
October 19	726,812	828,741	829,078
October 12	741,520	823,207	821,578
October 5	747,647	815,193	801,559
September 28	739,266	831,548	815,535
Cumulative total, 43 weeks	30,055,878	31,464,074	31,209,235

IN CANADA.—Carloadings for the seven-day period ended October 21 totaled 92,274 cars, compared with 76,014 cars for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
October 21, 1957	92,274	32,827
October 21, 1956	95,421	35,303
Cumulative Totals:		
October 21, 1957	3,297,964	1,335,361
October 21, 1956	3,582,313	1,402,447

New Equipment

LOCOMOTIVES

► *Nickel Plate.*—Ordered 40 diesel units for delivery in February-March 1958; estimated cost $6,430,000; 20 1,750-hp road switchers will be built by Electro-Motive; 10 1,800-hp road switchers by Alco Products, and 10 1,200-hp yard switchers by Fairbanks, Morse & Co.; delivery will enable road to complete dieselization of its Wheeling district.

► *Spain to Buy Diesels Here.*—National Railways of Spain will purchase 22 diesel locomotives and traffic control equipment from U.S. manufacturers with an $8,000,000 credit authorized by the Export-Import Bank, says Foreign Commerce Weekly.

► *Locomotive Ownership.*—While there was an increase of 68 diesel-electrics owned or leased on October 1, compared with the previous month, the number stored and awaiting repairs increased by 87 in the same period; the steam fleet was reduced by 167 locomotives; AAR report summarized below shows comparison with previous year.

	Owned or Leased October 1		Stored Serviceable October 1		Waiting Shop October 1	
	1957	1956	1957	1956	1957	1956
Diesel (Units)	27,064	25,923	105	35	1,037	942
Steam (Locomotives)	2,752	4,251	732	468	488	737
Electric (Units)	606	601	15	12	64	64

FREIGHT-TRAIN CARS

► *Canadian Pacific.*—Ordered 300 gondola and 200 stock cars, Canadian Car Company, at estimated cost of $5,250,000; delivery is scheduled for next year.

► *Mozambique Wants 40 Tank Cars.*—Bids have been invited by November 22 for the supply of 40 gasoline tank cars, each with capacity of 8,800 imperial gallons, by the office of the general storekeeper, Mozambique Harbors, Railways and Transport Services, says Foreign Commerce Weekly; copy of bid documents may be borrowed from Trade Development Division, Bureau of Foreign Commerce, Department of Commerce, Washington 25, D.C.

New Facilities

► *Missouri Pacific.*—Broke ground for four-story, 150-bed addition to Missouri Pacific Hospital, Little Rock, Ark.; project will be completed in about one year.

► *Wabash.*—Awarded $2,230,000 contract for construction of superstructure for new 1,626-ft. concrete and steel bridge across Illinois river at Valley City, Ill.; work is now in progress on four piers, fender system, abutments and approach piers, at cost of more than $800,000; bridge will include 300-ft center lift span; schedule calls for completion of substructure by February 1958, superstructure in 1959, and trackage, buildings, signals and communications in 1960; entire project will cost almost $4,500,000, it is estimated.

a RAILWAY AGE time-saver page

At the Chicago Show...

42,420 FOOT-POUND*

HIT!

42,420 foot-pounds is a whale of a wallop! And the capacity of the new MARK 40 friction draft gear to absorb the impact with a reaction or sill pressure well under 500,000 pounds made a "hit" with visitors to the Allied Show. This amazing development by Cardwell Westinghouse fits standard 24⅝ inch pockets . . . has 3¼ inches of travel . . . is A.A.R. conditionally approved. Its high *absorption* and *low reaction* characteristics make the MARK 40 friction gear the positive answer to today's heavier railroading requirements . . . providing the way to reduce damage claims and car maintenance.

New **WESTINGHOUSE**

MARK 40

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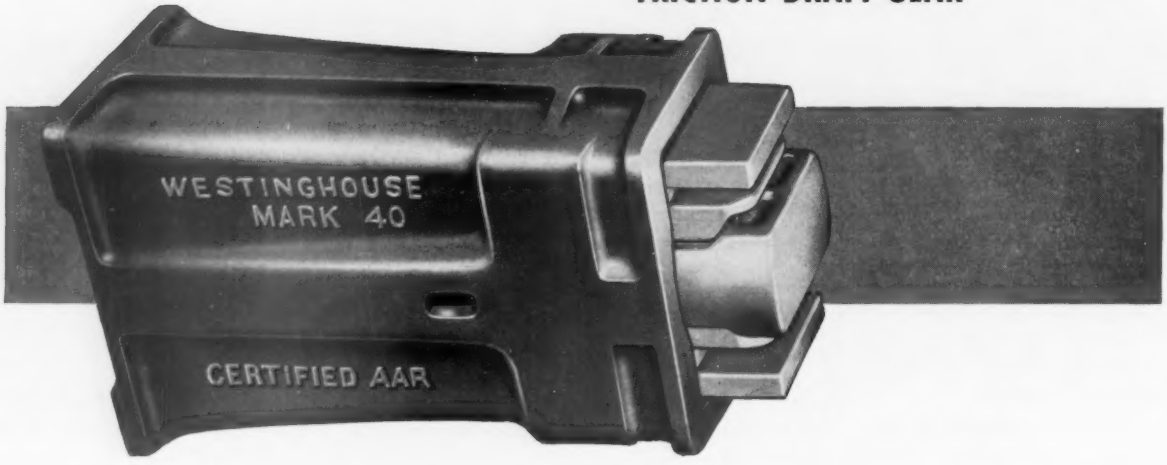

A.A.R. CERTIFICATE NO. 35

The new MARK 40 is the highest capacity friction draft gear ever offered for standard pockets.

*Official A.A.R. Capacity.

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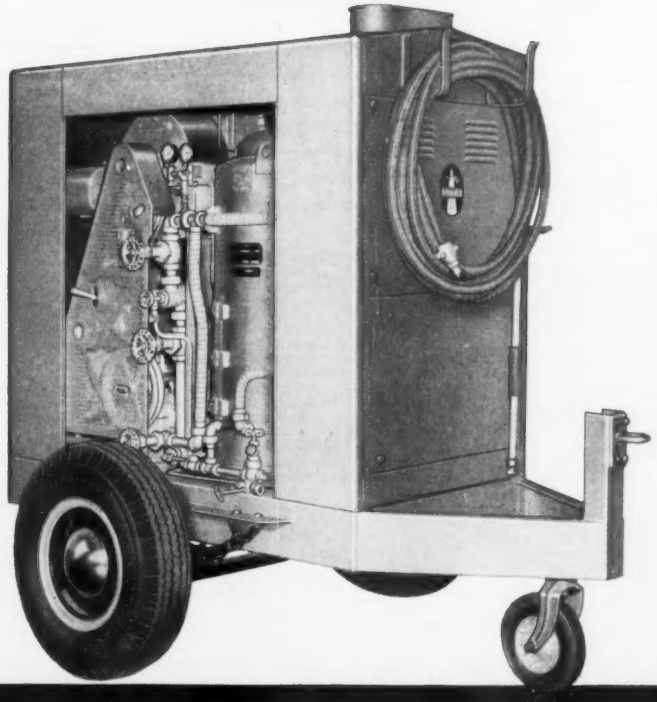

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VAPOR UPGRADER SENIOR

A complete cleaning unit — available with trailer wheels, shop wheels or skid-mounted.

Here's how you put cars in Class A condition—and save as much as 85% in car cleaning costs! VAPOR UPGRADER is a quick, convenient steam-hydraulic cleaner that enables one man to thoroughly wash the average car interior in 10 minutes. And, a 30 car-per-day schedule, per man, is not uncommon. Your cost: less than a dollar per car! Think of what this means in operational savings and faster-back-in-service added earnings.

VAPOR UPGRADER'S high capacity delivers a large quantity (1500 gallons per hour) of high temperature (180°) water at 250 psi. to blast away dirt and encrustations. Then, after car is clean, high pressure steam is delivered at 175 pounds pressure to thoroughly scour every board and crevice. Stubborn oil and grease is quickly dissolved with the use of detergents—applied *automatically* from an optional Upgrader tank or your own drum. Floor boards needn't be removed. And, VAPOR UPGRADER is safe—neoprene or other sealant finishes are left unaffected. Here's an investment that pays its own way!

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People in the News

H. W. Askew
GTW

K. E. Hunt
GTW

CHARLESTON & WESTERN CAROLINA.—**H. W. Brandon** appointed general agent, Atlanta, Ga.

GRAND TRUNK WESTERN.—**H. W. Askew,** assistant general superintendent motive power and car equipment, Battle Creek, Mich., appointed general superintendent motive power and car equipment there, succeeding **A. Selbee,** retired. **K. E. Hunt,** assistant superintendent, economics branch, research and development department, **Canadian National,** Montreal, succeeds Mr. Askew

L. C. Pleger, auditor of disbursements, appointed auditor, Detroit, succeeding **H. F. McAuley. C. K. Bradley,** disbursements accountant, named to succeed Mr. Pleger, and in turn is replaced by **O. A. Skolnek,** chief clerk.

MILWAUKEE.—**H. D. Collingwood,** division freight and passenger agent, Great Falls, Mont., has exchanged positions with **W. P. Morton,** division freight and passenger agent, Aberdeen, Wash.

Effective November 1, **A. W. Shea,** assistant superintendent of safety, Chicago, appointed superintendent of safety there, to succeed **E. G. Kiesele,** who retires October 31.

Edwin J. Richardson, Jr. appointed attorney, Chicago, effective November 1.

MINNESOTA, DAKOTA & WESTERN.—**Thomas C. Basterash,** assistant general superintendent, International Falls, Minn., appointed general superintendent there, succeeding **F. Warner La Du,** who retired September 30.

MISSOURI PACIFIC.—Effective September 1, the title of **George W. Holmes,** assistant general counsel, St. Louis, changed to acting general counsel. **J. O. DeChaumes,** assistant auditor passenger traffic, St. Louis, appointed auditor passenger traffic there, succeeding **L. P. O'Connor,** who retired September 30.

H. M. Johnson, executive vice-president, elected director and member of the executive committee.

Jurisdiction of **A. S. Kline,** chief special agent, St. Louis, extended to include the Gulf district, effective October 1. **S. A. Rogers** appointed assistant chief special agent, Gulf district, Palestine, Tex.

A. P. Boles, director of agricultural development, St. Louis, retired October 1.

N. E. Kernell named assistant to general freight traffic manager-rates and divisions, St. Louis.

J. C. Foshage appointed assistant general freight agent, St. Louis, succeeding **V. H. Livingston,** promoted to general freight agent there.

MONON.—**Marvin D. Hunsaker, Jr.** appointed freight traffic agent, Minneapolis.

OBITUARY

William G. Duncan, general attorney, **Texas & Pacific,** Dallas, Tex., died October 20.

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*Mobile — 701 N. Joachim Street
Mobile 2-3511 • R. L. Wear

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Alpine 2-2371 • R. S. Carlson

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Little Rock — 417 Boyd Street
Little Rock 5-1246 • J. L. Oglesby

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Fresno 2-4175 • C. H. Wissing
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Long Beach 70-2911 • C. A. Overlease
*Los Angeles 54 — 210 Anderson Street
Angelus 3-7282 • C. V. Kelly
Oakland 7 — 1911 Union Street
Glencourt 1-5451 • M. L. Wilkins
*Sacramento 1 — 1900 14th Street
Gilbert 2-8976 • J. M. Dundon
*San Bernardino — 655 South "H" Street
San Bernardino 9-1051 • J. H. Gregerson
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Belmont 3-1361 • R. T. Redfield
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Santa Ana — 301 French Street

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Hartford 33-2631 • D. E. Sullivan
*New Haven 7 — 25 Union Street
New Haven 8-4163 • N. E. Olsen

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Olympia 6-7761 • L. E. McIntyre

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Adams 4800 • Walter Christmas

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*Jacksonville 6 — 1563 Jessie Street
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R. L. Griffin
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Orlando 6133 • N. W. Upson
St. Petersburg 3 — 1900 First Ave. South.
7-4161-2 • W. L. Duffy
Tampa 6 — 801 North Rome Avenue
Tampa 8-8881 • A. P. Torres

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Cypress 1751 • W. E. Brown
*Savannah 1 — 2601 Whitaker Street
Savannah 2-1121 • L. L. Black

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Boise 6315 • L. Maynard Smith

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Canal 6-4100 • F. D. Wilson
*Peoria 2 — 704 South Adams Street
Peoria 4-8211 • W. W. Smilde
*Springfield — 405 North McArthur Blvd.
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Hammond — 6445 Indianapolis Blvd.
Sheffield 5830 • D. E. Clisbee
*Indianapolis 2 — 1300 W. 16th St.
Atlantic 2351 • R. W. Nelson

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Davenport 3-2769 • J. M. Ferguson
Des Moines 9 — 24 Eleventh Street
Des Moines 3-8614 • L. C. Esthus
Sioux City — 510 Pearl St.
Sioux City 5-0189 • D. J. Karr

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Wichita 7-1366 • J. L. Bevers

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Lexington 5-2020 • L. R. Wester
*Louisville 13 — 360 Farmington Avenue
Melrose 7-5411 • M. Resch

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Baton Rouge 4-7093 • G. D. Johns
Lake Charles — 206 W. 11th Street
Hemlock 3-4229 • V. P. Flynn
*New Orleans 13 — 1116 Magnolia St.
Canal 6263 • E. I. Funk
Shreveport — 2536 Linwood Avenue
Shreveport 5-3271 • A. W. Wheeler

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Portland 3-1761 • S. C. Brown

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*Baltimore 5 — 3701 East Monument Street
Dickens 2-5500 • J. D. Rhoads

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*Boston 16 — 287 Columbus Avenue
Kenmore 6-4567 • K. B. Mayer
Springfield 4 — 32 Patton St.
Springfield 7-4373 • H. O. Edoff
Worcester 5 — 108 Grove Street
Worcester 6-4311 • H. G. Rappel

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Townsend 8-5550 • C. R. Carlson
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Flint 2-4101 • W. A. Arthur
*Grand Rapids 2 — 432 Monroe Ave., N. W.
Glendale 1-2561 • S. A. Faren
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Jackson 3-6316 • L. A. Peterson

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Baltimore 1644 • E. H. Williamson
E. L. Schott
*St. Louis 10 — 600 S. Taylor Ave.
Jefferson 1-4700 • J. R. Hayes
R. M. Peck
Springfield — 524 St. Louis St.
Springfield 2-0587 • G. A. Griffin

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Butte 3234 • S. L. Dye

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Webster 7676 • W. E. Gilbert

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Manchester 4-4341 • P. A. Dorn

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Sherwood 2-7868 • George Johnson
Newark 5 — 50 McWhorter Street
Market 2-5100 • J. P. McCarthy
New Brunswick — 2762 Livingston Ave.
Charter 7-9375 • J. J. McEllen

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Albany 5-1564 • L. F. X. Bass
Binghamton — 518 Security Mutual Bldg.
Binghamton 2-5926 • M. E. Ransom
Buffalo 4 — 180 Perry Street
Washington 3700 • J. T. Baker
*New York City — 21-15 Bridge Plaza North
Long Island City 1
Exeter 2-2000 • W. C. Lieneck
Rochester 6 — 175 Dewey St.
Baker 7700 • H. G. Linder
Roosevelt Field, L. I. — 1 South Street
Pioneer 1-3900 • L. S. Colyer
Syracuse 1 — 327 North West Street
Syracuse 2-1281 • W. J. McNulty

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Asheville 3-4761 • H. S. Corey, Jr.
*Charlotte 1 — 120 W. Morehead St.
Charlotte 6-4886 • A. A. Wilson
Durham — 303 South Duke Street
Durham F-113 • M. C. Shorey
Rocky Mount 3 — 761 Planters Street
Rocky Mount 2-5171 • L. A. Shaw
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Winston-Salem 4-2461 • J. W. Van Dorsten

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*Cincinnati 14 — 115-129 W. McMicken Ave.
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F. P. Hudson
*Pittsburgh 12 — 900 Ridge Ave.
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Reading — 333 Buttonwood St.
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Columbia 2-2125 • J. H. Littleton, Jr.
Greenville — 302 West Washington Street
Greenville 9-1338 • T. M. Floyd, Jr.

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Sioux Falls 4-5621 • R. K. Jenson

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*Bristol — 536 Anderson Street
South 4415 • H. E. Smitter
J. R. Crang
*Chattanooga 4 — 210 N. Highland Park Ave.
Chattanooga 6-5624 • J. R. Feeney
Knoxville 30 — Henley St. & Union Ave.
Knoxville 3-6171 • W. B. Owens
Memphis 4 — 1474 Lamar Ave.
Memphis 7-7150 • J. H. Pearson
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Nashville 6-7161 • H. B. Hall

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Amarillo 2-6778 • S. S. Rutledge
Arlington — 104 North Collins
Arlington 5-3386 • S. A. Todd
Austin — 214 E. 3rd Street
Austin 8-5674 • H. J. Frantz
Beaumont — 2155 Highway 90
Beaumont 2-8484 • L. A. Haley
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Corpus Christi 4-6374 • A. N. Saxon
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100,000 electrical items are distributed THROUGHOUT THE NATION . . .

OFFICES AND WAREHOUSES IN OVER 130 PRINCIPAL CITIES

Supply Trade

John van Hemmert has been appointed vice-president, export division, **Canadian Car Company** and **Canadian Steel Foundries (1956) Limited**. He joined Canadian Car in 1949 and for the past year has been sales manager, Budd licensed railway equipment.

W. F. Wahlenmaier, manager, Portland branch, **Fairbanks, Morse & Company,** has been appointed manager, New Orleans branch, to succeed **Page S. Proctor,** who retires January 1, 1958. **Milo C. Roy,** manager, Chicago Sales and Service branch, named to replace Mr. Wahlenmaier. **W. B. Morse,** assistant to the manager, Chicago Branch, promoted to manager there, effective October 1.

Link-Belt Company has moved its district sales office, engineering department and factory branch store from 361 South Anderson street, Los Angeles, to its new plant at 1200 Sycamore street, Montebello, about 10 miles east of Los Angeles. Production facilities are also being moved and are expected to be completed by November 15.

American Photocopy Equipment Company has moved its Detroit sales office to new, larger quarters at 10611 West McNichols road.

John W. McGovern has been elected president of **United States Rubber Company** and designated chief operating officer. Formerly executive vice-president, he succeeds **H. E. Humphreys, Jr.,** as president. Mr. Humphreys continues as chairman of the board and chief executive officer.

Archer-Daniels-Midland Company has appointed two new railroad sales representatives for its freight liner system—**Bruce C. Gunnell,** of **Gunnell Engineering & Equipment Co.,** Alexandria, Va., for the southeast, and **W. D. Jenkins,** Dallas, for Texas and the south central region.

A. J. Sowarby, until recently purchasing agent of the New York, Ontario & Western, has joined **George W. Hoover, Inc.,** representatives of railway supply manufacturers, 30 Church street, New York.

Raymond B. Johnson has been added to the sales staff of **L. B. Foster Company,** at New York City.

A. S. Chalfant, formerly executive vice-president and sales manager of **McDowell Manufacturing Company,** has joined the **A. M. Byers Company** as director of steel sales. He will head up the firm's recently expanded steel sales department.

Philco Corporation's Government and Industrial Division has opened a regional office in Washington, D.C., for marketing its large scale transistorized computer, the "Transac" S-2000. **James M. Murray,** who had been a Washington representative for **Sperry Rand Corporation,** has been appointed regional manager.

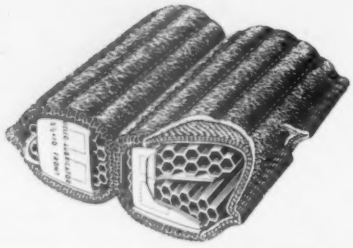
General Electric's Locomotive and Car Equipment Department has been reorganized into three independent product sections. Sections, and the managers heading them, are: Locomotive section **(Frank A. Compton, Jr.);** equipment section **(Foreman H. Craton);** and repair and renewal parts sales section **(Joseph U. Neill).**

OBITUARY

Dr. Paul Dyer Merica, 68, who retired as president of **International Nickel Company of Canada** in 1954, but continued to serve the company on important projects and as consultant to the officers, died October 20, at the Phelps Memorial Hospital, Tarrytown, N.Y., after a heart attack.

FOR PROGRESSIVE RAILROADING

127,000 CARSETS TO DATE



MILLER CENTER-FEED PAD LUBRICATORS

- 12,000,000 car miles with a perfect lubrication record has been accumulated by Miller Lubricators—on one specific lot of 100 overnight merchandise cars. All of the lubricating pads are still in place.
- This further demonstrates the very low cost per car year of Miller pads in addition to their low initial cost.
- This entire mileage to date has been accumulated on only one contact side of the pad (120,000 miles). Whenever reclaimed, the opposite side of these pads will supply comparable additional mileage. Their reclamation record is outstanding in the industry.
- Each Miller component has great wear life—the pad is built rugged—it accepts wear from the front collar without harm—when reclaimed and reapplied you know its unusual wear life and durability will provide satisfactory operation until the next reclamation.

$40 per carset in U.S.A. (*all sizes*)

Life expectancy—6 years

Immediate Delivery, Any Quantity

MILLER LUBRICATOR CO.

Winona, Minnesota

In Canada: Napanee Iron Works, Napanee, Ont. and Montreal, Que.

NO ELBOW ROOM?

USE Lewis sealtite slotted head bolts

All products are manufactured in the U.S.A. to A.S.T.M. specifications.

Cross section of head, from above, showing slot, bevel, shank. Bolt available with Loktite No. 2 (shown) or std. sq. and hexagon nuts. Call, wire or write for samples, prices.

Whenever limited space makes wrench work difficult rely on Lewis slotted head bolts. This slotted bolt can be set with a screw driver . . . even in the most inaccessible places. The "wood engineered" bevel under the head compresses and packs the wood, forming a waterproof seal. Available in Hot-Dip Galvanized finish for double-life, greater economy—in black for low first cost.

Lewis BOLT & NUT COMPANY
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LOOK FOR THIS STAMP OF U QUALITY

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ADVERTISERS

Aluminum Company of America .....Inside Back Cover
American Brake Shoe Company 8
Association of American Railroads 15
Automatic Electric Sales Corporation 40-41

Bethlehem Steel Company 3
Bird & Son, Inc. 53
Buckeye Steel Castings Company 43
Buffalo Brake Beam Company .....Inside Front Cover

Cardwell-Westinghouse Company 56
Caterpillar Tractor Company 17
Chevrolet Division of General Motors 26-27
Classified Advertisements 61
Cornell Dubilier Electric Corporation 46
Crucible Steel Company of America 30

Dana Corporation 48
Davis, S. M. 61
Detroit Diesel Engine Division of General Motors .. 44

Erman-Howell Division 61

Fairbanks-Morse & Company 36-37
Foster Co., L. B. 61

General American Transportation Corporation 54
General Steel Castings 11
Graybar Electric Company, Inc. 58-59
Grip-Nut Company 46

Heyl & Patterson, Inc. 12
Hyatt Bearings Division of General Motors Corporation 6

Industrial Brownhoist Corporation 35

Lewis Bolt & Nut Company 60

Miller Lubricator Company 60

Nolan Company, The 60

Philco Corporation 49

Railway Express Agency 42
Railway Maintenance Corporation 18-19

Stran-Steel Corporation 22-23

Taylor, A. A. 61
Timken Roller Bearing Company .....Back Cover
Trailmobile Inc. 47

Union Switch & Signal Division of Westinghouse Air Brake Company 4
United States Borax & Chemical Corporation, Pacific Coast Borax Company Division 31

Vapor Heating Corporation 57

Waukesha Motor Company 51
Wine Railway Appliance Company 32-33

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Merge PRR and NYC—Why Not?

There are obviously more Class I line-haul railroads in this country than is good either for the railroad industry or for the national interest in maximum efficiency of transportation.

Consequently, when two railroads as large as the Pennsylvania and the New York Central consider merging—particularly when they maintain so many parallel services—the prima facie economic evidence is overwhelmingly in their favor.

But are there special considerations which dilute the validity of the economic evidence in this case?

Mergers are like marriages—they follow the inclinations of the contracting parties, not the preferences of the many volunteer matchmakers who are always more than willing to offer their advice. The woods are full of such matchmakers who would prefer to see the Pennsy or the New York Central contract matrimony with almost any other railroad than with each other. But you either permit marriage-minded people or railroads to pick out their own mates, or you get no weddings.

Demagogues are hastening to condemn the proposal, as contributing to "monopoly." Such an accusation is so preposterous that it is just plain laughable. Practically all of the traffic of both railroads is subject to highly vigorous and successful competition—by literally thousands of common, contract and private carriers, plying the highways and inland waterways. The relatively small proportion of traffic that is allegedly "tied to the rails" is tied by very thin threads—so thin that the slightest effort by a railroad to price such traffic exorbitantly would put it within easy reach of ubiquitous competitors.

And even if railroads had any "monopoly" power remaining—there would still be plenty of vigorous railroads in the East to compete with the proposed merged company.

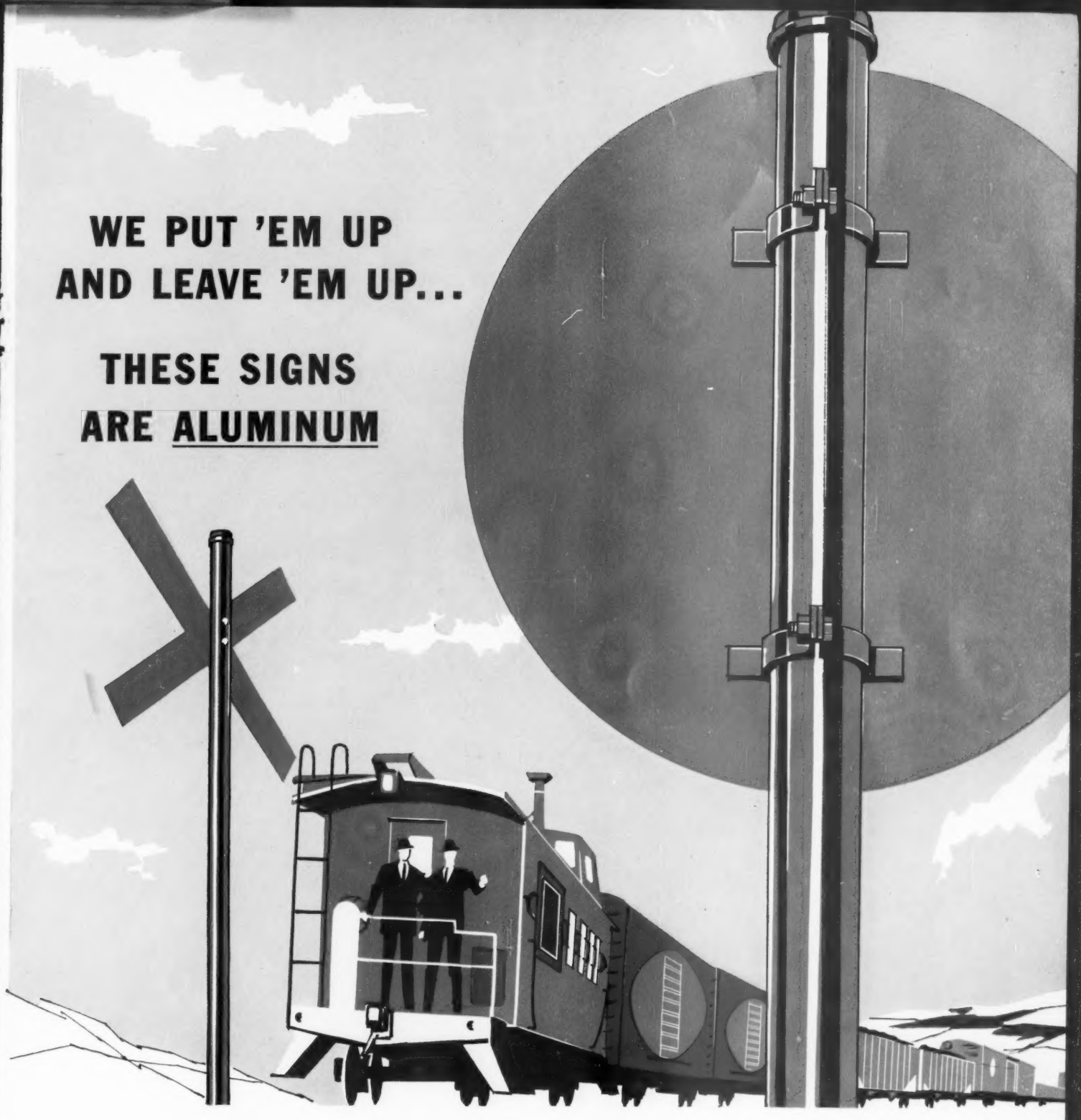
•

Most opposition to mergers, as such, is a variant of "feather-bedding"—an effort to perpetuate jobs and services for which economic justification has vanished. And it isn't just unionists, either, that indulge in this type of obstructionism.

The big gain from a merger is, usually, the economy which comes from concentrating movement on the most efficient routes—and from eliminating needless duplication of facilities. This gain is obtainable only when the merged companies largely parallel each other.

There are other substantial projects for large-scale mergers now under active study (or, at least, discussion) in the East, West and South. Long study and negotiation is an inevitable preliminary to actual merger because, however attractive these consolidations are economically, there are always conflicting interests of various classes of security-holders to be resolved.

THE NEGATIVE SIDE TO MERGERS: The harmful aspect of activity toward railroad consolidation is the inordinate degree of attention such proposals inevitably attract. Consolidating any two railroads in the country, however economically meritorious, could scarcely do either of them as much good as would an increase of 10 per cent in their profitable traffic; or getting rid of money-losing services that could readily be dispensed with, without merging, if the regulators would permit. Let's get on with the merger studies, then, but not to the detriment of attention to quicker ways of saving expense and building traffic.



These signs and crossbucks can't rust. They can't rot. They never need painting. They're made from Alcoa® Aluminum.

The message film won't delaminate, even if it's punctured or damaged, because there's nothing underneath to rust. You don't have to worry about sealing the edges, or moisture entering the boltholes. Install 'em and forget 'em.

The new Alcoa Universal Crossbuck, shown above, is the lightest, most rigid crossbuck available today. The message appears on both sides in full-size letters because there are no ribs or boltholes to interfere. This crossbuck has an adjustable mount which fits most existing posts.

Progressive railroaders are using more and more light, strong, rustfree Alcoa Aluminum —for crossbucks, wayside signs of all types, tank cars, lightweight trains, boxcar doors, lading bars, freight and passenger stations. Get more information on the applications you're interested in. Send today for free booklet *Railroad Signs.* Write: Aluminum Company of America, 2180-L Alcoa Building, Pittsburgh 19, Pa.

ALCOA ALUMINUM MILL PRODUCTS

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In 12 years Timken® bearings go 929,645,000 car-miles with only 14 cases of overheating!

Average 66,000,000 car-miles per hot box compared to 189,000 for friction bearings

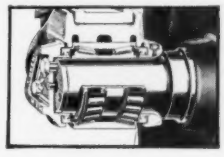
To help America's railroads measure bearing performance, we've been keeping records since 1945 for every freight car equipped with Timken® tapered roller bearings. These records show that Timken bearings have gone a total of 929,645,000 car-miles with only 14 cases of overheating.

In other words, Timken bearings have averaged 66,000,000 car-miles between overheated bearings—proving by their performance that they eliminate the hot box problem.

Compare this to 189,000 car-miles between hot box setouts with friction bearings between July 1, 1956, and June 30, 1957. And these setouts are just a fraction of all the hot boxes that actually occur.

By eliminating the hot box problem, Timken bearings will enable America's railroads to save an estimated $24,000,000 annually in repairs, damage and delays due to hot boxes. Other savings in maintenance and operating costs will amount to another estimated $200,000,000 annually.

To find out more, send for our free booklet, "How 'Roller Freight' Can Save America's Railroads $224,000,000 A Year." The Timken Roller Bearing Company, Canton 6, Ohio. Canadian Plant: St. Thomas, Ontario. Cable address: "TIMROSCO".



The Timken Roller Bearing Company

Canton 6, Ohio

See the next Timken Televent hour, "The Innocent Years" over NBC-TV, Thursday night, November 21st.